

SAN FRANCISCO CITY PLANNING COMMISSION

ENVIRONMENTAL IMPACT REPORT

HOTEL AT U.C. MEDICAL CENTER

FINAL

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# SAN FRANCISCO CITY PLANNING COMMISSION

## ENVIRONMENTAL IMPACT REPORT

## HOTEL AT U.C. MEDICAL CENTER

FINAL

VOLUME I: DRAFT EIR (AMENDED)

- CHANGES FROM THE TEXT OF THE DRAFT EIR ARE INDICATED BY SOLID DOTS. A DOT TO THE LEFT OF THE FIRST LINE OF A PARAGRAPH INDICATES A NEW OR REVISED PARAGRAPH. A DOT TO THE LEFT OF AN INTERIOR LINE OF A PARAGRAPH INDICATES A NEW OR REVISED SENTENCE. A DOT TO THE LEFT OF A PAGE NUMBER INDICATES A NEW PAGE. A DOT TO THE LEFT OF A SECTION TITLE INDICATES AN EXTENSIVELY REVISED SECTION.

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## I. SUMMARY

### I. SUMMARY

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The proposed project would be a medically oriented hotel facility, contiguous to the Parnassus Heights medical complex, and would occupy the northern portion of the block bounded by Carl St., Parnassus, Hillway and Hill Point Aves. It is intended to serve a market consisting of in- and out-patients; their relatives or friends; professional and business visitors to the medical complex; and others. The planned hotel would provide 142 hotel rooms, together with supporting facilities and parking spaces for 80 vehicles.

The project would displace 10 houses originally built as single-family residences -- now entirely in multiple use -- and 16 apartments in two buildings. All of these structures are owned by the applicant.

The project would supply overnight lodging accommodations for persons going to the UCSF medical complex; these accommodations would be near enough for pedestrian and wheelchair access to the complex. The project would provide more landscaped area than now exists on the site. The project would potentially reduce traffic on Hill Point, Hillway and Parnassus Aves., and would create more on- and off-street parking spaces than now exist for the site. A new view corridor for the remaining residences on the east side of Hill Point Ave. would be created to the northwest of the project, and the



## I. SUMMARY

project's setbacks would visually widen Carl St. and Hill Point Ave.. The project would return more in tax revenues than it would use in public-service costs.

Several environmental impacts cannot be avoided if the proposed project is constructed.

The project would extend medically-related land uses about two hundred feet into the adjacent residential neighborhood, in an area which some residents feel to be already impacted by medical facilities.

While construction traffic would not qualitatively change traffic flows in the area -- that is, change flow patterns as measured by the traffic engineer's "Levels of Service" -- the extra truck traffic would be noticeable. Also during construction, and especially during the demolition phase, increased concentrations of dust would occur downwind (east) of the site. The Hill Point Ave. cul-de-sac would be opened to westerly winds, which would be channeled through the corridor created by the project.

Construction-generated noise would temporarily increase ambient daytime levels for nearby residences and medical facilities.

Demolition of the existing residential units currently on-site would reduce the local supply of housing, which would probably force some residents to relocate out of the area and might cause an increase in rents in the remaining neighborhood housing. Reduction in the number of existing guest houses and their replacement by hotel accommodations would reduce the supply of lower-priced overnight accommodations in the area.

The project would increase the massiveness of buildings on the site, and the vertical scale of the northern portion of the block. Potential shadow effects would be overwhelmed by the shadowing produced by the existing, neighboring tall structures (the University of California Clinics Building and the Parnassus Heights Medical Office Building).

## I. SUMMARY

- Demands for community services at the project site would be slightly more than doubled if the project were approved.

Consumption of electricity on-site would rise by about 1,970%, from 0.076 million to about 1.57 million kilowatt hours per year. Consumption of natural gas would drop by about 64%.

The applicant has agreed to undertake a number of mitigation measures which would reduce the unavoidable impacts of the project. These measures include, among others: (1) compliance with code restrictions for hotels in residential districts which prohibit street access to, or exterior identifications, of, shops and services within; (2) the hiring of foundation and structural engineers -- appropriately licensed -- to perform an on-site investigation which would discuss and specify mitigation measures for hazardous conditions at the site, and inclusion in the project design of any measures so specified; (3) provision of moving expenses, up to \$200, for tenants who have resided on the site for more than one year; and (4) creation of a view corridor to the northwest of the project.

The impacts of three alternatives to this project were considered. In the "no-project alternative" the proposed hotel would not be built on the site and existing guest houses and residences would remain. Dislocation of current residents would not occur. With this alternative, the applicant would lose the opportunity for potential profits from the project, as well as his planning and design expenses incurred to date. An "Alternate Site" for the proposed hotel would shift the impacts associated with hotel construction and operation to another location. The present structures and residents would remain.

The alternative "other permitted uses of the site" could displace current residents. Permanent population density on the site could be higher than that of the overnight population projected for the hotel, and traffic generation could be higher by a factor of two, if development were to occur at the maximum level permitted by the zoning applicable at the time the conditional use application was filed.



## II. PROJECT DESCRIPTION

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### A. LOCATION

The proposed project would be a hotel facility for use by patients and visitors of the Parnassus Heights Medical Complex. The regional location is shown on Figure 1 and its location within San Francisco is shown on Figure 2, Page 9. The project would occupy Lots 22, 23, 24 and 35 through 45 in Assessor's Block 1275 (Figure 3, Page 11). The total site area is 37,600 sq. ft., and the site is bounded on the west by Hillway Ave., on the north by Carl St., on the east by Lot 46 (a residence) and Hill Point Ave., and on the south by Lot 59 (the Parnassus Heights Medical Building), fronting on Parnassus Ave. Existing structures on the project are outlined on Figure 4, Page 13. This figure (and the others prepared for, or by, the project architect) is oriented with the main site frontage at the bottom, reversing the north-south orientation of all the other maps herein.

The site rises steeply to the south and east, ranging in elevation from 315 ft. at its northwest corner at Hillway Ave. and Carl St., to 382 ft. adjacent to the Parnassus Heights Medical Building at Hill Point Ave. Hillway Ave. has a 24 % grade between Parnassus Ave. and Carl St..



## II. PROJECT DESCRIPTION

### B. OBJECTIVES OF THE PROJECT

- The project sponsor, Dr. Alfred J. Rider, an individual developer, proposes this project to provide a service for patients of the Parnassus Heights medical complex and their relatives or friends who are not San Francisco residents. The project would be separate from the UC Medical Center and would have no formal association with the University. The UC Medical Center, known formally as University of California, San Francisco--UCSF, admits about 21,000 patients per year. Approximately 24%, or 4,800, of these reside outside the nine-county Bay Area, and many are accompanied by friends and relatives./1/ People come to UCSF from outside the Bay Area because of its specialized services not available elsewhere. Additional potential users of the proposed facility include visitors to the outpatient clinic, medical professionals, researchers, students, medical products sales personnel, health officials and other government representatives and visitors of neighborhood residents.
- Out-of-town UC hospital patients could be served by the project during pre-operative testing, or post-operative recuperative periods during which they are ambulatory but subject to daily (or less frequent) examinations prior to release. Relatives and friends served by the hotel could be close-by, and available for emergency decisions and visiting during the hospitalization period. Also, they could stay with patients before and/or after hospitalization. The preponderance of hotel users would be expected to be visitors to the medical complex (see Dr. Rider's market study available at the Office of Environmental Review). This does not rule out the possibility that other kinds of visitors to San Francisco would be attracted to the hotel (if there are no restrictions), raising the occupancy rate.
- The nearness of Golden Gate Park with its special museum events and other attractions may, also, generate some demand for use of this hotel facility.

## II. PROJECT DESCRIPTION

### GENERAL DESCRIPTION

The proposed hotel would provide 142 hotel rooms. Twenty-three (23) units would be two-room suites separated by a single door, designed to accommodate a patient and a nursing attendant, or relative. The remaining 96 units would be individual rooms. The project would include a dining room and kitchen, a lounge, laundry, barber-beauty shop, boutique, bank, dietary-food shop and, possibly, a swimming pool. These would be located for the convenience of hotel residents, with no direct street access.







FIGURE 1 REGIONAL LOCATION



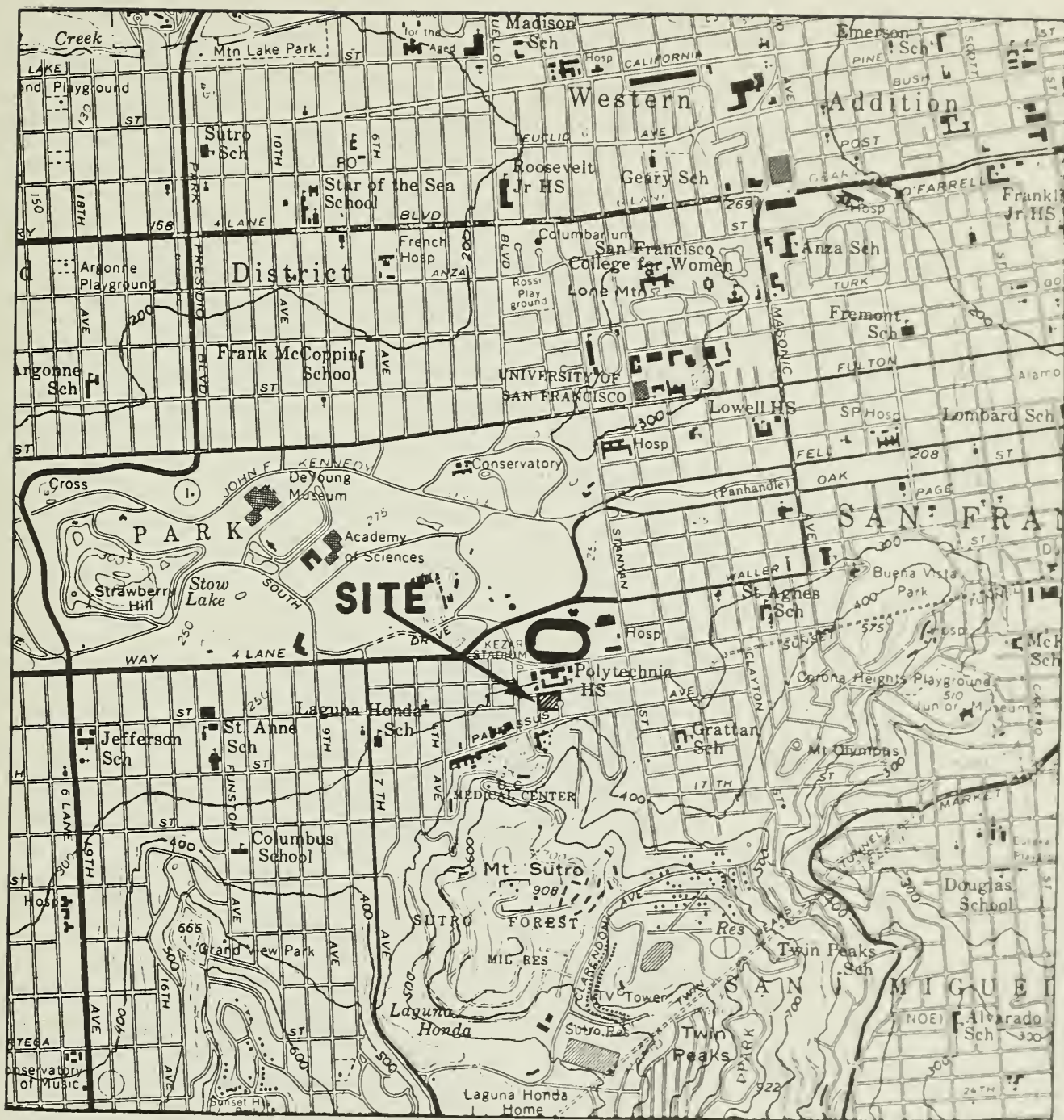
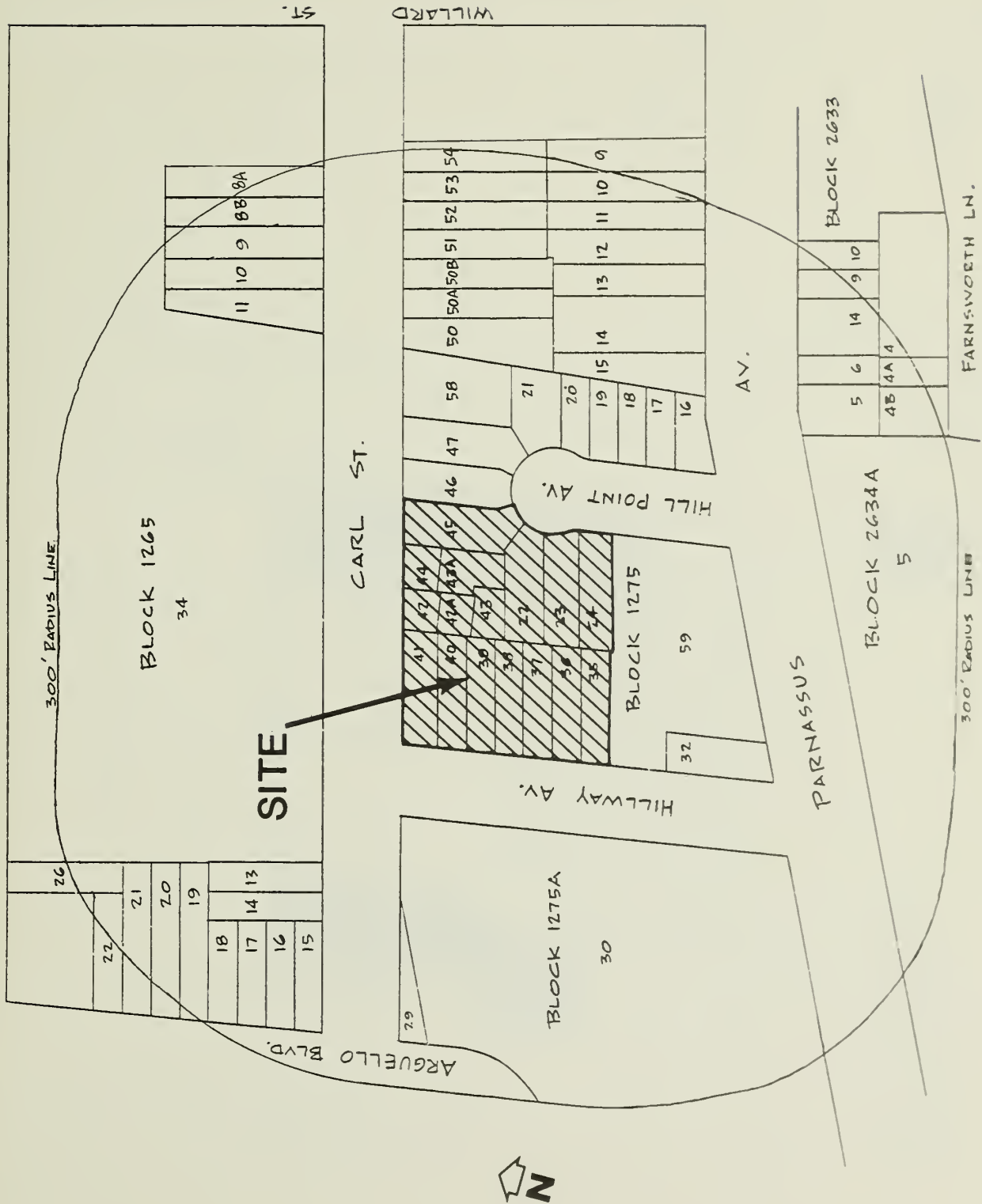


FIGURE 2 CITY LOCATION

Source - USGS 7.5 Minute Series, San Francisco, Ca.



FREDERICK ST.

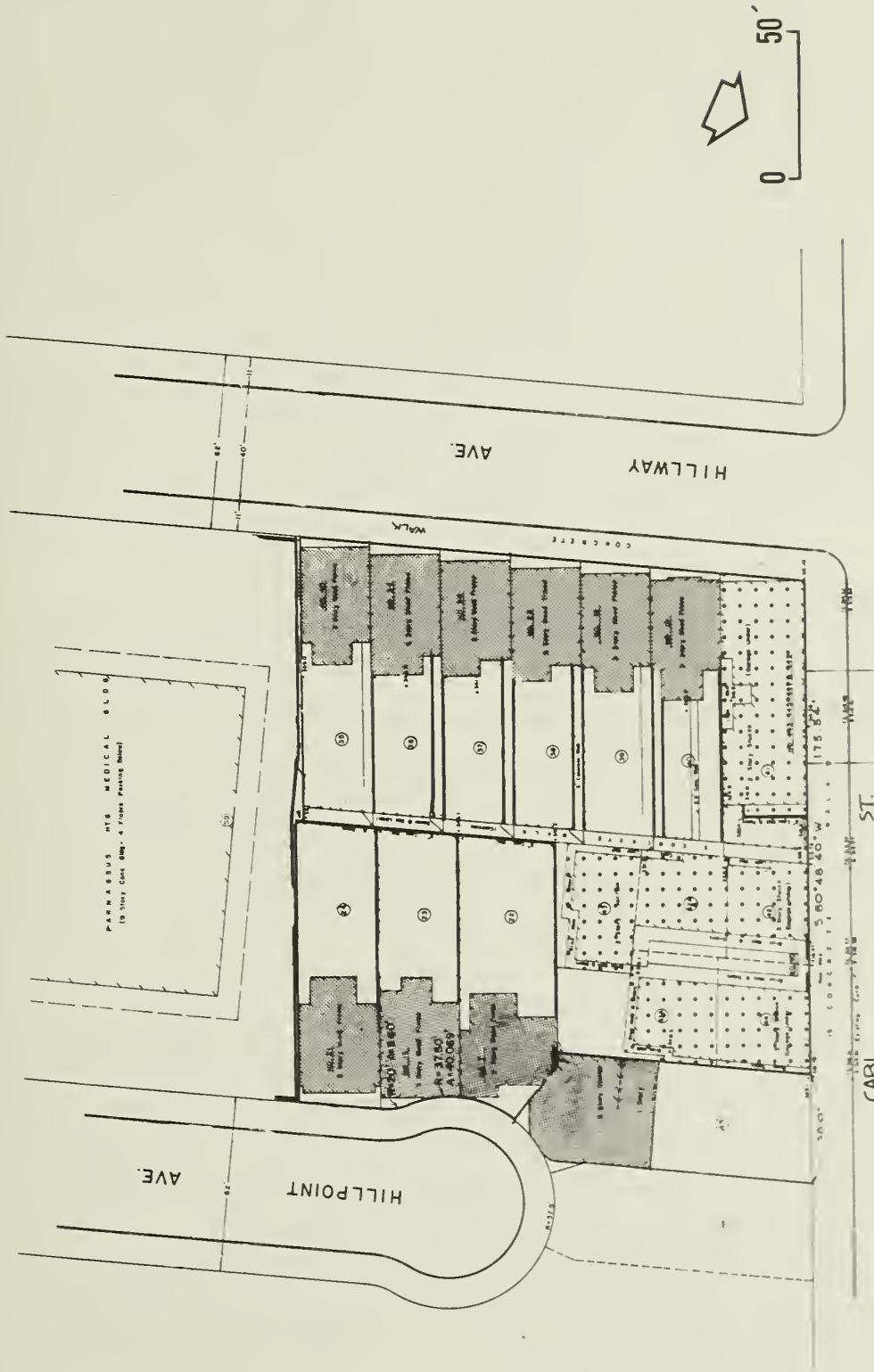


Note - The 300-foot radius lines indicate the properties whose owners must receive City notice of the proposed action.

FIGURE 3 BLOCK LOCATION







LEGEND

HOUSES

APARTMENTS

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 4  
CURRENT USES ON SITE





## II. PROJECT DESCRIPTION

The hotel is designed as two separate structures in two levels; the upper level would be to the south. The two buildings would be connected by a garden court and enclosed ramps (see Figure 5). The upper structure would be surmounted on its eastern end by a two-story dining and lounge facility (Figures 5 and 6, pages 17 and 19) which at its highest rooftop point would be 38 ft. above the corresponding ground elevation along the Hill Point Ave. frontage. Floor plans showing typical room arrangements and facilities are shown in Figures 6, 7, and 8, Pages 19, 21, and 23. The height relationships between the two wings are shown on Figures 8 and 10, Pages 23 and 27. The site is within a 40-X height district. Therefore buildings must be no higher than 40 ft. above street level (as defined by Article 2.5 of the City Planning Code, Chapter II of the San Francisco Municipal Code). The proposed building heights and set-backs are shown in Table 1, (Page 16) with the requirements for each as mandated by existing zoning.

The principal lobby entrance and registration desk would be on the Carl St. frontage (Figure 9, Page 25). Elevators would connect the lobby level with corridors leading to all rooms and to the upper lounge and dining levels. A ramp (Figure 5) would lead from the lounge level to the plaza of the Parnassus Heights Medical Building; the latter has pedestrian access to Parnassus Ave. Patients confined to wheel chairs could move between the hotel and the nearby hospital and clinic facilities of the UC Medical Center on level terrain, as those facilities would all front on the level portion of Parnassus Ave.

Parking spaces for 80 automobiles would be provided at the site on two levels, the lower of which is shown in Figure 9, Page 25; there would be a ratio of slightly more than one space for each two hotel rooms./2/ Spaces would also be provided for 12 bicycles, for the use of hotel employees and visitors. Public facility ingress and egress would be on Carl St., about 120 ft. east of Hillway Ave.. Entry would be controlled by an attendant or an automatic ticket dispenser (gate), and exit would be controlled by an attendant, who would collect parking fees or validated tickets.

## II. PROJECT DESCRIPTION

TABLE 1: HEIGHT AND SETBACK LIMITS

<u>Location</u>	<u>Setbacks</u>	
	<u>Required (ft.)</u>	<u>Proposed (ft.)</u>
Hillway Avenue	0	0
South Property Line	0	3.5
Carl Street	0	19.5
Hillpoint Street	25	25.0

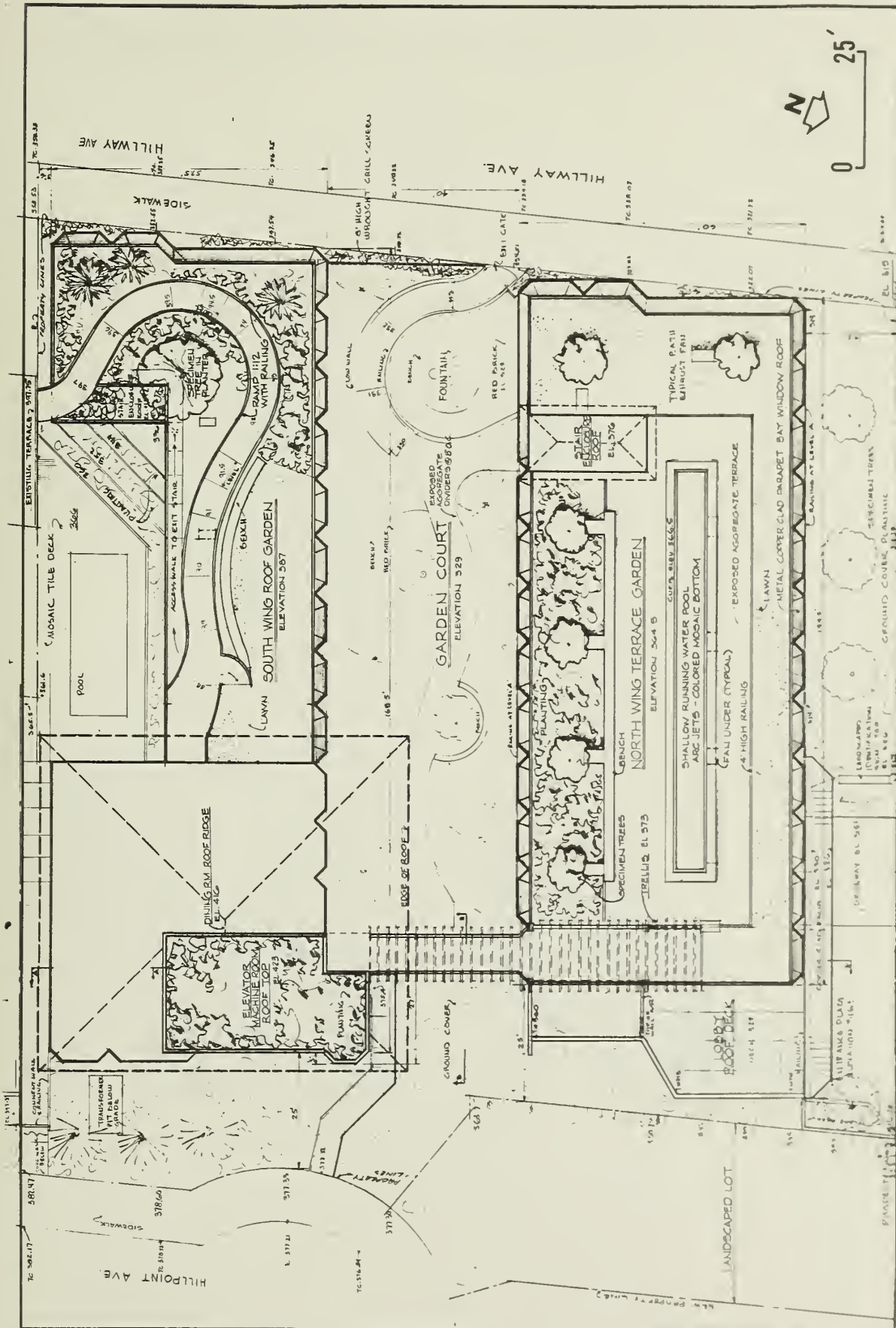
  

<u>Location</u>	<u>Building Heights(ft.)</u>	<u>Project (elevation)</u>	<u>Proposed (Ht. above grade)</u>		
	<u>Permitted (elevation)</u>		<u>Hill Pt.</u>	<u>Hillway</u>	<u>Carl</u>
North End-					
North Wing	365*	364.5*	--	49	47-49
South End-					
North Wing	371	364.5	--	30	--
North End-					
South Wing**	389	387	10	39	--
South End-					
South Wing	397	387	5	29	--
Dining Room Roof					
Ridge-South Wing	418	416	38	--	--

\*Elevation above San Francisco datum (zero elevation), which is 8.6 ft. above mean sea level (MSL).

\*\*The top of the elevator and stairwell "penthouse" in the same wing would be at elevation 423 (44-46 ft. above Hill Point grade) (see Figure 6, Page 19); however, this configuration is not required to conform to the 40-foot height limitation (Section 260(b)1B, City Planning Code).

The Carl St. entrance would have the only curb cut of 45 ft. along the Hill Point Ave., Hillway Ave., and Carl St. frontages of the property./3/ The only other curb cuts which might be required would be those for the weekly scavenger pick-up. While some of the hotel's solid waste would be picked up as part of the scheduled collection at the Parnassus Heights Medical Building, the remainder would be picked up near the Carl St. entrance. The 13-foot-high scavenger trucks would not be able to enter the hotel's garage. Details of the required curb arrangements have not yet been worked out. It is possible that they can be part of the described curb cut.



CARL STREET

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 5 LANDSCAPING PLANS (ALL LEVELS)





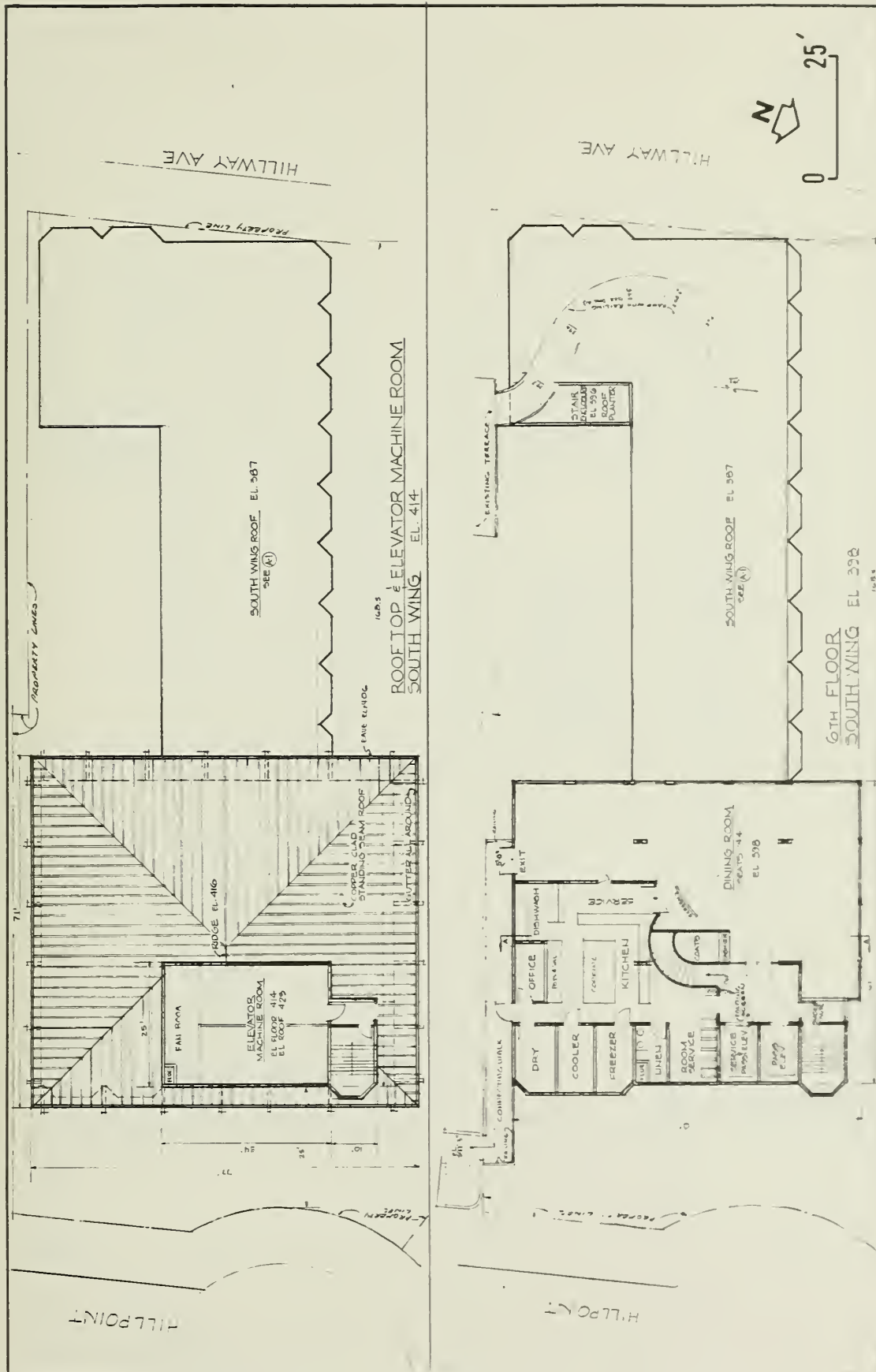
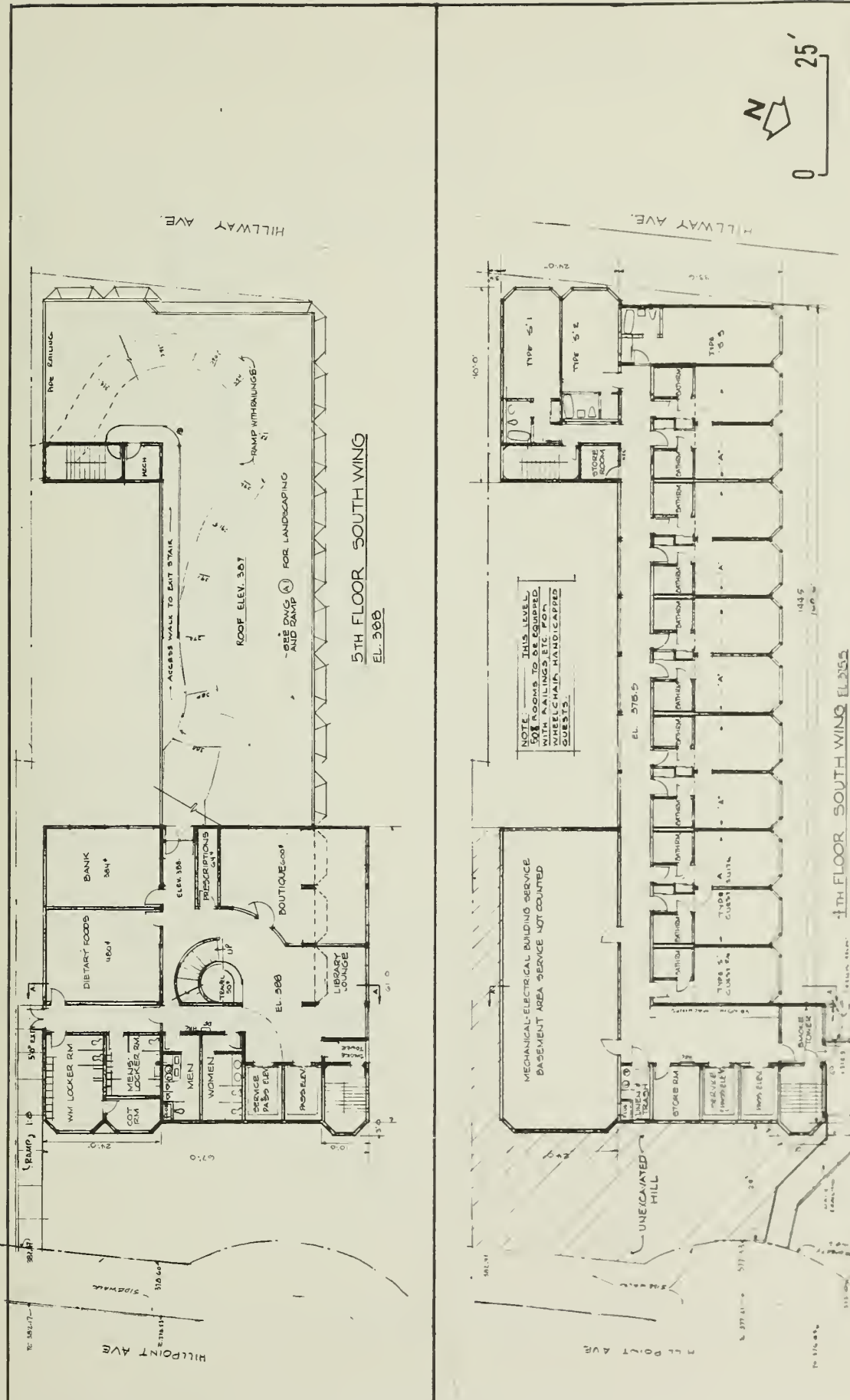


FIGURE 6 SOUTH WING (UPPER LEVELS)

Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.



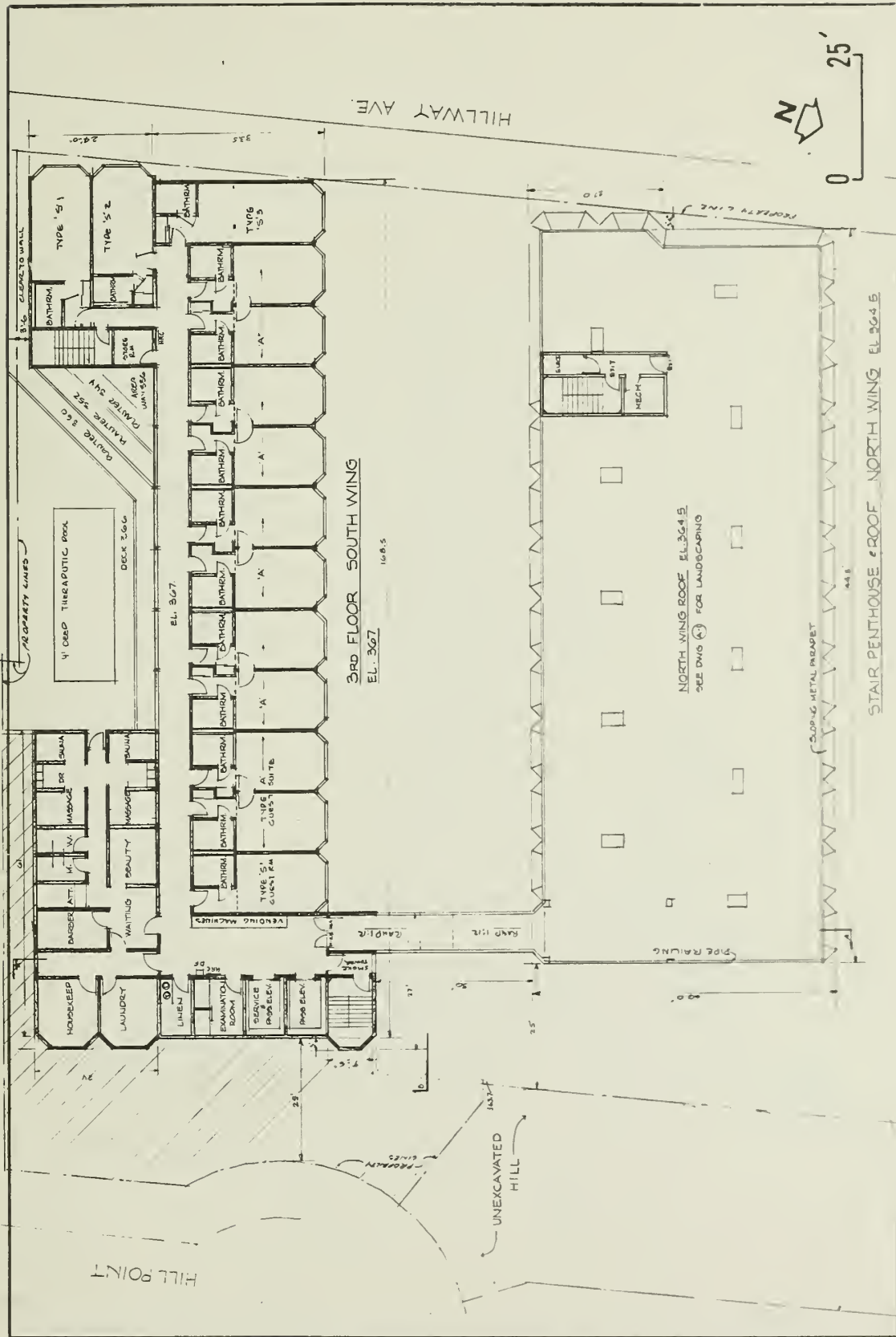




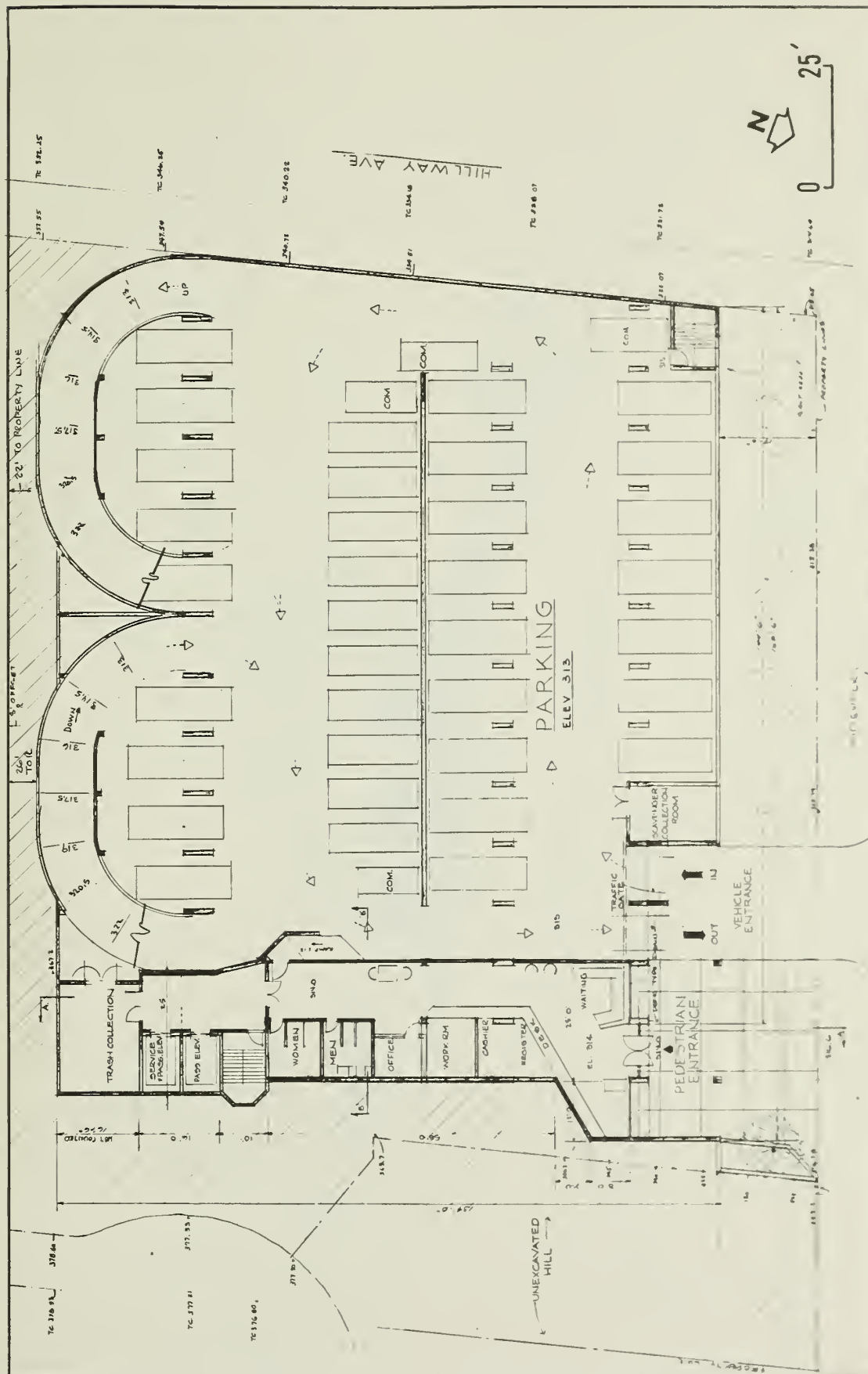
Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 7 SOUTH WING (MID LEVELS)







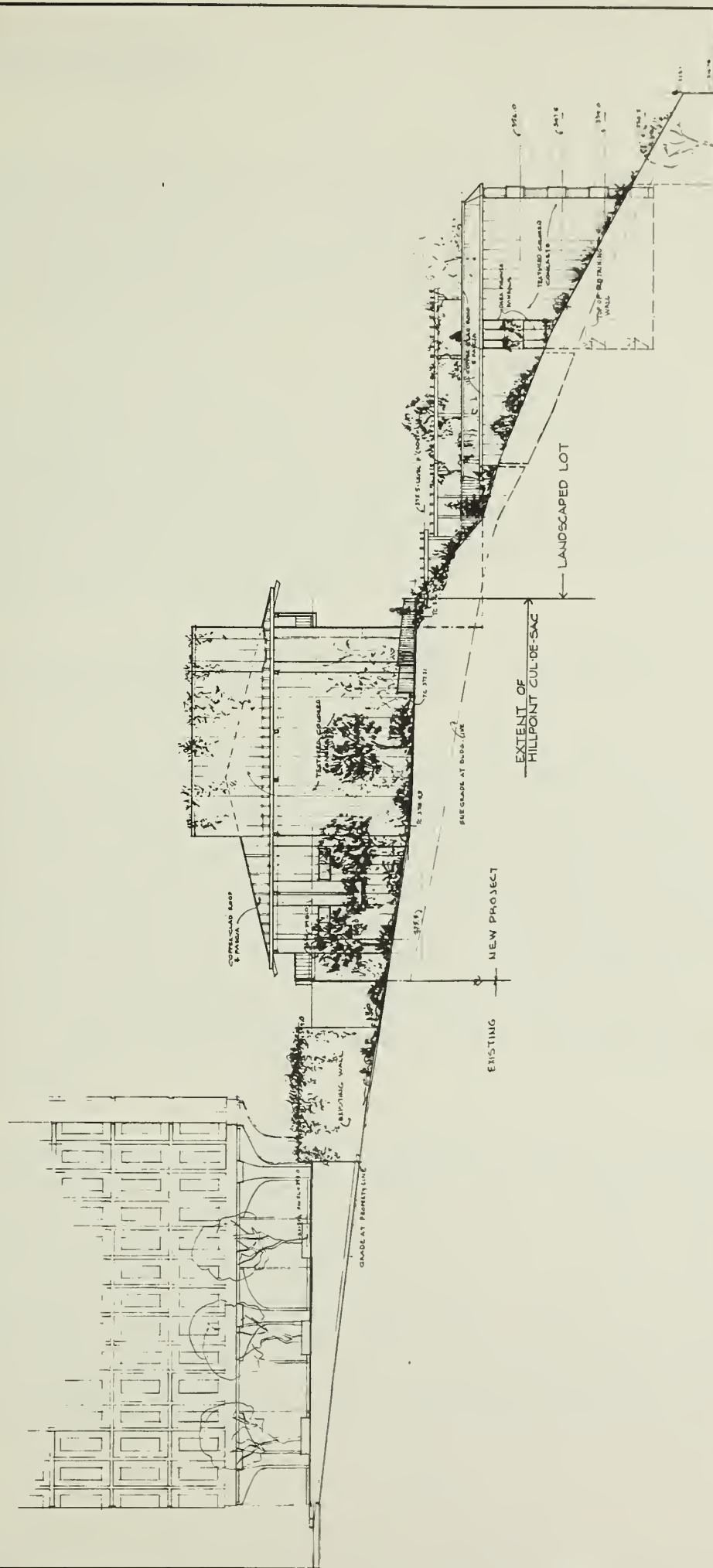


Source - Delp W. Johnson, Poole & Storm, Architects. San Francisco, Ca.

FIGURE 9 ENTRANCE LEVEL (CARL STREET)







Source - Delp W. Johnson, Poole  
& Storm, Architects.  
San Francisco, Ca.

FIGURE 10 EAST ELEVATION  
(FROM HILL POINT)



## II. PROJECT DESCRIPTION

The project site was in an R-3 zoning district,/4/ in which a hotel is permitted as a Conditional Use, subject to specific conditions imposed by the City Planning Commission. An application for a conditional use authorization was filed by the applicant on 16 December 1975, and given the identifying case number of CU 76.2.

Exterior project walls would be of reinforced concrete;/5/ all windows would be bay windows. All exterior concrete would be formed or have an exposed-aggregate, pattern, and would probably be of a predominantly earth tone, to blend with the Parnassus Medical Building. The roof of the dining unit would be pitched at a 5:1 slope and covered with copper sheathing, designed to age to a green patina.

The proposed structures would cover 17,100 sq. ft., or about 45% of the site area of 37,600 sq. ft..

Open space square footage devoted to is itemized in Table 2./6/ Planting areas appear in the first column of entries. Entries in the second Terraces column include walkways, decks and other usable but impermeable surfaces. The third column represents additional, unusable impermeable surfaces, such as metal facings, tops of retaining walls, and overhangs (not including those beyond the building line). Landscaping would cover 20,100 sq. ft.,/7/ or 54% of the site area; ground-level plantings would cover 13,600 sq. ft.,/7/ or 36% of the site area. The difference between the two figures is rooftop landscaping.

- The intended rent as of 1976, was approximately \$30 per day for a guest room, and approximately \$60 per day for a suite. (At a 6% annual inflation rate, 1980 guest room rates would be about \$40 per day; at 12.5%, about \$50 per day.) The estimated total development cost of the project as a whole was \$6,500,000./8/ Assuming 25% construction cost escalation since 1976, current cost of the project would be about \$8,125,000. Construction employment would amount to about 150 person years during the 13-month construction period and at 100% occupancy the project would employ about 40-45 people.

## II. PROJECT DESCRIPTION

The project would displace 10 dwellings originally built as single-family residences now used as guest houses, and 16 apartments in two buildings (Figure 4, Page 13). The buildings are owned by the applicant and were acquired over a period of about 10 years. Since (and for some, prior to) their acquisition, they have been occupied on a short-term rental contract basis.

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TABLE 2 PROJECT AREA DEVELOPMENT\*

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				<u>TOTAL</u>
<u>Gross Property Area:</u>				37,600 sq.ft.
<u>Building at Ground Level:</u>				
North Wing	8,560			
Gallery	320			
South Wing	<u>8,170</u>			
				17,100 (45%)
<u>Rooftop Areas:</u>	<u>Planting</u>	<u>Terraces</u>	<u>Other</u>	<u>Total</u>
North Wing	3,810	3,840	900	8,560
Gallery	---	320	---	320
South Wing	<u>2,730</u>	<u>2,030</u>	<u>3,410</u>	<u>8,170</u>
	6,550	6,190	4,310	17,100
<u>Ground Level Areas:</u>				
Carl Street	2,250	720	540	3,510
Eastside Park	5,800	780	20	6,600
Hill Point	1,450	300	---	1,750
Hillway	150	---	---	150
Central Court	3,320	2,480	---	5,800
South Walk & Pool	<u>600</u>	<u>2,100</u>	---	<u>2,700</u>
	13,600	6,380	560	20,500
<u>Total Areas:</u>				
(Rooftop plus Ground Level)	20,100	12,600	4,870	37,600

\*All areas are given in sq. ft.; totals and most entries rounded to three significant figures.

## II. PROJECT DESCRIPTION

### D. PROJECT PHASING AND SCHEDULING

Upon approval of a Conditional Use Authorization by the City Planning Commission, tenants would be served with eviction notices, and application would be made for demolition permits. Site clearance and preparation would take about three months. Project construction would extend over approximately ten months, the first eight of which would be required for construction of the shell structures. The final two months would encompass completion of interiors, and exterior finishing. Construction hours would be 7:00 a.m. to 5:00 p.m.

### FOOTNOTES

/1/ Laventhol & Horwath, 1976 (see Section XII, Bibliography, Page 121 --all literature citations in the text are in the form: Author (or agency), year).

/2/ Parking would be free for guests staying at the hotel. If it became apparent after one year of operation that surplus parking was available, outsiders would be charged \$3.00 - \$5.00 per day for parking.

/3/ Taxis would deliver guests to the registration desk, inside the garage.

/4/ This was the zoning at the time the conditional use application was filed; it is unaffected by the interim rezoning of 20 May 1976 (see Section III.A., Land Use Setting).

/5/ Structural walls and floors would also be reinforced concrete.

/6/ Delp W. Johnson (Delp W. Johnson, Poole and Storm, architects), telephone conversation, 9 July 1976, and transmittal.

/7/ Projected into the horizontal plane.

/8/ David Pugh (Swinerton and Walberg, general contractors), telephone conversation, 2 July 1976.





### III. ENVIRONMENTAL SETTING

### III. ENVIRONMENTAL SETTING

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#### A. LAND USE

The Parnassus Heights area of San Francisco is marked by contrasting land uses. The 1400-acre Golden Gate Park lies to the north and west. To the south is 900-ft. high Mount Sutro and the 70-acre Sutro Forest, a stand of eucalyptus, with some pine, cypress and redwood trees. The project area is dominated by the medical complex of multi-storied buildings of the UCSF Schools of Medicine, Dentistry and Pharmacy and related hospital, clinical and research facilities. Residential uses near the campus and the project site range from single-family detached dwellings on Edgewood Ave. and Farnsworth Lane, through single-family row houses on parts of Willard St. and Woodland, Hill Point, Hillway, Parnassus, and Fourth Aves., to flats and apartments in a scattered pattern throughout the area.

South of the site, and fronting on Parnassus Ave., is the nine-story Parnassus Heights Medical Building,<sup>/1/</sup> under which is a four-level underground parking structure. The Medical Building site extends from Hill Point to Hillway Aves. on Parnassus Ave., except for one single-family residence, containing a doctor's office, at the corner of Parnassus and Hillway Aves. The project site is separated from the latter property by the parking structure of the Medical Building.

### III. ENVIRONMENTAL SETTING

East of the site, there are eight residential dwellings on Hill Point Ave. The site of the adjoining residence, #2 Hill Point Ave., extends down the slope to Carl St.

The Polytechnic High School campus is located north of the site across Carl St. Three temporary wooden classroom buildings front on Carl St., opposite the project site; they have been there more than 30 years. The high school has been closed, and the school district is considering leasing the structures to a community group./2/

West of the site, on Hillway Ave., The University of California Medical Center Clinics Building, nine stories above street level and a parking garage, extend from Parnassus Ave. to Carl St.

The buildings now on the project site were built during the period from 1915-1930, as part of a series of tract developments between Parnassus Ave. and Carl St., from the east side of Hill Point Ave. to the east of (then) Arguello Blvd. There are 10 three-story wood frame structures now on the site which were built as single-family homes and are now used as guest houses. There are 3 two-and three-story stucco buildings which were built and are still used as apartment buildings. The addresses and uses of these buildings are shown below.

<u>Lot Number</u>	<u>Address</u>	<u>Use</u>
45	#1 Hill Point Ave.	Guesthouse. 4 bedroom
22	7 Hill Point Ave.	Guesthouse. 5 bedroom
23	15 Hill Point Ave.	Guesthouse. 3 bedroom
24	21 Hill Point Ave.	Guesthouse. 4 bedroom
40	10 Hillway Ave.	Guesthouse. 3 bedroom
39	16 Hillway Ave.	Guesthouse. 3 bedroom
38	22 Hillway Ave.	Guesthouse. 3 bedroom
37	28 Hillway Ave.	Guesthouse. 4 bedroom
36	34 Hillway Ave.	Guesthouse. 4 bedroom

### III. ENVIRONMENTAL SETTING

35	40 Hillway Ave.	Guesthouse. 3 bedroom
41	443, 445, 447, 449 Carl St.	4 apartments (2 @ 2 bedroom, 2 @ 1 bedroom)
42, 42A, 43, 43A, 44	415 Carl St., Apartments A, B, C...L	12 one-bedroom apartments

In 1975, when the project application was filed, the project site was in an R-3, Low-Medium Density Residential District which extended east on Carl St. (see Figure 11, Page 37). Zoning of the surrounding area is shown on Figure 11.

The City Planning Commission by resolution, on 20 May 1976, adopted new residential zoning classifications and controls, and placed them in effect on an interim basis until the effective date of permanent new zoning maps and controls to be enacted by the Board of Supervisors. The project application was filed prior to enactment of this interim resolution and, therefore, is governed by the zoning regulations of the R-3 district until such time as the permanent zoning maps and controls are adopted. After final adoption by the Board of Supervisors, which is expected to occur prior to 20 November 1978, no permit may be issued for a project which does not comply with the new zoning pursuant to Section 302 of the Planning Code, unless the Code were amended to include a "grandfather" clause for projects with applications up to some specific date.

● The proposed zoning for the site is RH-2, a district which is more restrictive than R-3 and does not permit hotel uses. The RH-2 zoning became effective on 6 November 1978 after final passage of ordinance No. 443-78 by the Board of Supervisors on 25 September 1978. At the same time, the Board of Supervisors initiated a proposal to reclassify the subject property and the existing adjacent medical office building from RH-2 to RC-1, Residential Commercial Combining District, with the intention of preserving the applicant's ability to have the conditional use application for the hotel considered by the City Planning Commission. That reclassification proposal was heard (and denied) by the Planning Commission on 7 December 1978, following certification of the Draft EIR.

### III. ENVIRONMENTAL SETTING

#### FOOTNOTES - Land Use

/1/ See Figure 3, Page 11, for lot configurations of nearby uses.

/2/ Larry Jacobson, Educational Facilities Needs Analyst, San Francisco Unified School District, telephone conversation, 15 December 1977.





### III. ENVIRONMENTAL SETTING

#### B. TRAFFIC AND PARKING

In the Parnassus Heights area of San Francisco where three through routes connect the northern half of the 4300-acre Sunset district in the western half of the City with the Haight-Ashbury, Upper Ashbury and Buena Vista districts and the northeastern part of the City. They are situated between the half-mile-wide Golden Gate Park to the north and the half-mile-wide stretch of Sutro Forest encircling Mount Sutro to the south. The three routes are Lincoln Way-Frederick St., Irving St.-Carl St. and Parnassus Ave.

The Thoroughfares Plan, a part of the Transportation Element of the City's Comprehensive Plan, designates Lincoln Way, east of Seventh Ave., Frederick St., west of Stanyan St., and Parnassus Ave., west of Stanyan St., as Secondary Thoroughfares./1/ Carl St. is designated as a Transit Preferential St./2/ in the Transit Preferential Streets Plan of the Transportation Element.

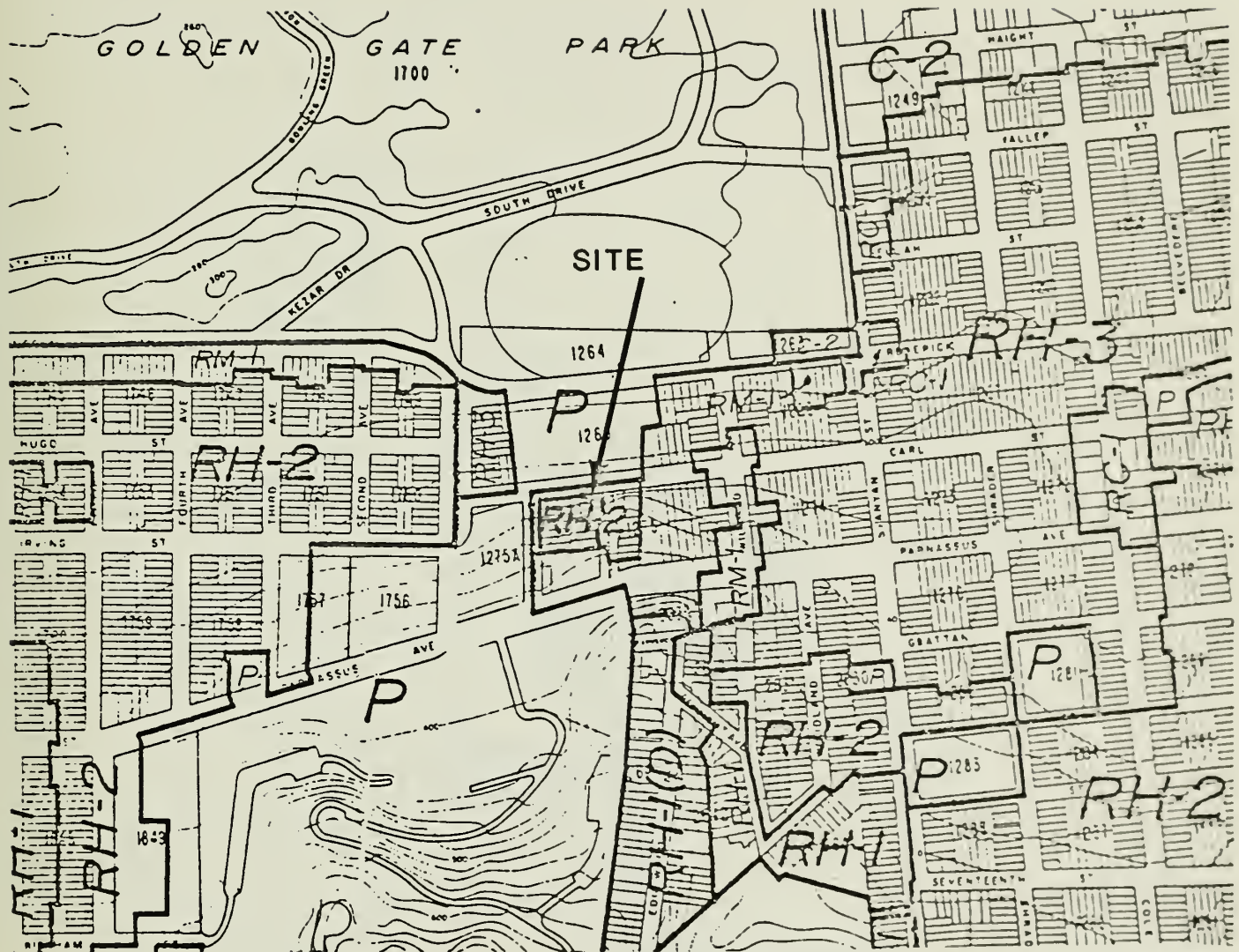
Most eastbound Lincoln Way traffic goes on to Kezar Dr. in Golden Gate Park, rather than to Frederick St./3/ Kezar Dr. connects with Fell and Oak Sts., which provide the most direct route to the Western Addition and downtown areas of the City and are used as freeway access routes. The 24-hour traffic volumes for streets in the area are shown in Figure 12.

Carl St. carries the "N-Judah" streetcar line; this will be one of the five Muni Metro light rail transit routes which will use the Market St. subway when it begins operation in 1979. The "N" line is currently served by approximately 350 scheduled streetcar round trips. Weekday headways are as follows: A.M. peak-hour headways range from 2-1/2 to 3 minutes in the peak direction and from 4 to 5 minutes in the opposite direction. Base (non-peak-hour) daytime headways average 5 minutes, with a range from 4 to 6 minutes; p.m. peak-hour headways are 2 to 4 minutes in the peak direction and 4 to 8 minutes in the other direction./4/









● FIGURE 11B CURRENT ZONING DISTRICTS  
(VICINITY OF SITE)



# GOLDEN GATE PARK

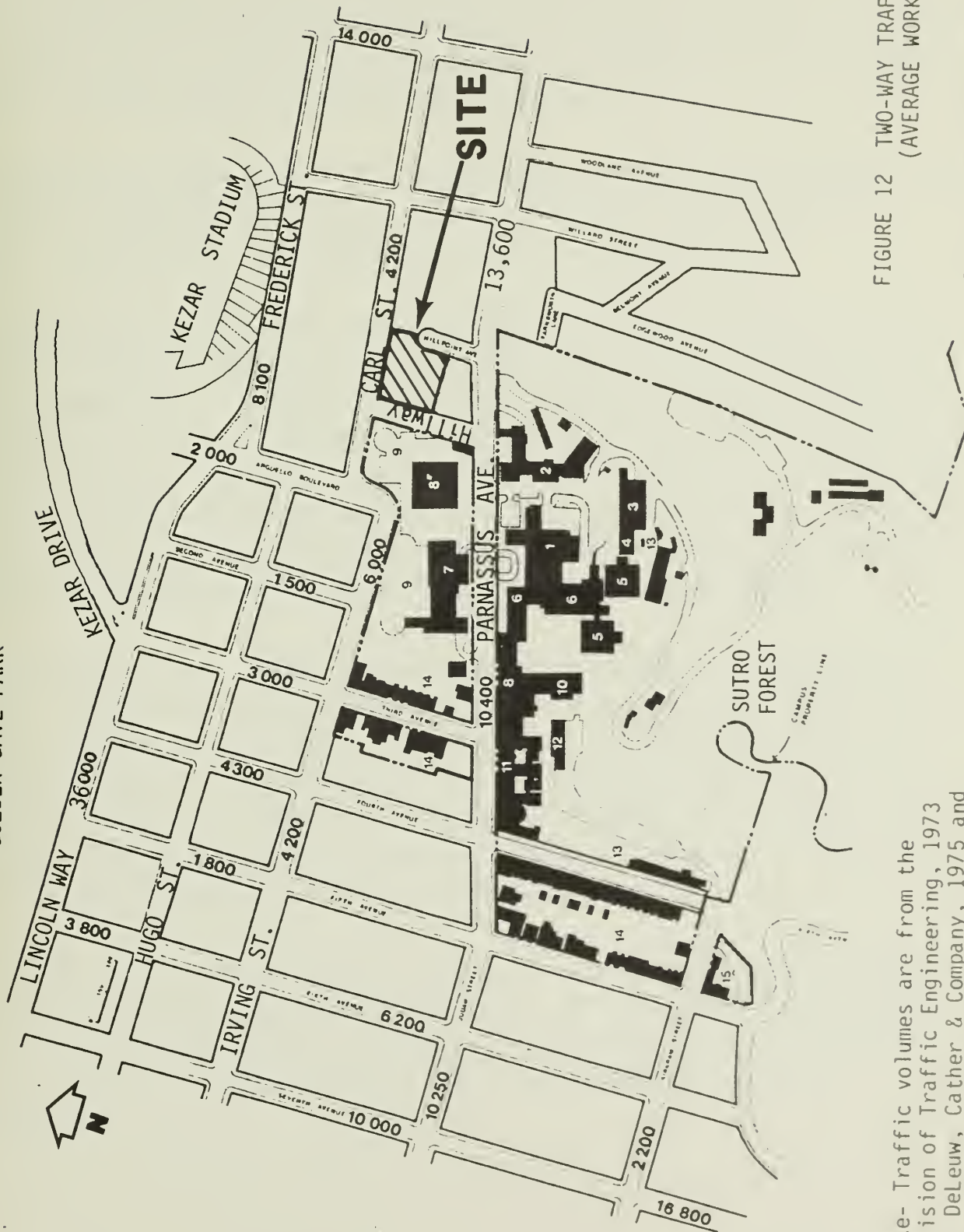


FIGURE 12 TWO-WAY TRAFFIC  
(AVERAGE WORKING DAY)

Source - Modified from U.C. Long-Range Development Plan EIR.

Note- Traffic volumes are from the Division of Traffic Engineering, 1973 and DeLeuw, Cather & Company, 1975 and were verified as accurate within 2% by personal communication on March 10, 1977 with Harvey Quan, S.F. Division of Traffic Engineering.







### III. ENVIRONMENTAL SETTING

The project area is served by Muni's #71 and #72 motorbus lines on Frederick St., and the #6 electric and #66 diesel bus lines on Parnassus Ave. Crosstown transit service to and from the project area is available on the #43 and #10 lines. Public transit routes are shown on Figure 13.

The Municipal Railway (Muni) has studied suggestions that the #43-Masonic and the #44- Diamond Heights lines be extended to provide service directly to UCSF. No action on these suggestions has been taken to date./4/

Hillway Ave. is a one-block, local-access street between Parnassus Ave. and Carl St., with a 24% slope. Parking is prohibited on the west side of the street, and there is no access to off-street parking. On-street parking is permitted on the east side of Hillway Ave. perpendicular to the curb, at ten metered spaces, as well as at unmarked space (accomodating 14 vehicles) posted with a one-hour daytime parking limit. A total of eight curb cuts on this side of the street give access to and from off-street parking (including the exit from the 200-space Parnassus Heights Medical Building Garage).

Hill Point Ave. is a steep, narrow cul-de-sac approachable from Parnassus Ave. On-street parking is prohibited on the east side between 8 a.m. and 5 p.m. Daytime parallel parking is permitted on the west side, in about six unmarked spaces. Two of the eleven houses on this street have no off-street parking. The intersection of Hill Point with Parnassus Ave. is congested at times. Turning maneuvers (necessary to exit the cul-de-sac), and illegal double- parking contribute to this congestion.

Carl St. is 69 ft. wide between property lines, with 15-ft. wide sidewalks. Unrestricted parallel parking is permitted. There are five parking spaces along the proposed project site frontage. The south side of the street has four curb cuts providing access to off-street parking for apartment buildings.

### III. ENVIRONMENTAL SETTING

Total on-street spaces directly adjacent to the site (three streets, site side only) number 35. There are currently 21 off-street (garage) parking spaces on the project site. Traffic generation and parking requirements of the current on-site uses are presented in Table 3.



### III. ENVIRONMENTAL SETTING

TABLE 3: ESTIMATED EXISTING TRIP GENERATION AND PARKING DEMAND

<u>Unit Type</u>	<u>No. of Units</u>	<u>Daily Trip Ends (T.E.) Per Unit*</u>	<u>Total Daily T.E.</u>	<u>Parking Demand Per Unit**</u>	<u>Total Parking Space Demand</u>
2 BR Apt.	2	5	10	1.4	2.8
1 BR Apt.	14	4	56	1.0	14.0
Guesthouse Room	<u>36</u>	3	<u>108</u>	0.5	<u>18.0</u>
	52		174		34.8

Parking space demand per unit = 35 spaces/52 units = 0.67\*\*\*

Existing off-street parking spaces --21, vs. 35 required On-street parking spaces (directly in front of site: 3 streets, site side only) = 35

\*CALTRANS (1965-1975). A trip end is a vehicle departure or arrival.

\*\*Eno Foundation for Transportation (1972).

\*\*\*For comparison: U.S. Census (1970) tabulates auto ownership rates in Census Tract 301 (immediate vicinity of project) as 1.01 per dwelling unit (DU) and in CT 302 as 0.79 per DU. It would be expected that the site auto ownership rate would be low because of its disproportionately high fraction of guesthouse rooms.

● Of the 174 daily trip ends (T.E.) generated by existing uses on the project site, 48 originate or end on Hill Point Ave. All of these are assumed to use Parnassus Ave. to reach points to the east and west (i.e., they are assumed not to use Hillway Ave. or Carl St. in the project vicinity).

● An additional 60 T.E. originate or end on Hillway Ave. It is assumed that about 7/8 of these, or 53, go downhill to Carl St., of which about 3/4, or 39, turn east on Carl. Finally, 66 T.E. originate or end on Carl St. Thus, the site's contribution to traffic on Carl St. between Hillway Ave. and Willard St. is 105 T.E. per day, or an assumed 11 in the peak p.m. hour. Its contribution to Parnassus Ave. traffic is 55 T.E. per day, or an assumed 6 in the peak p.m. hour.









### III. ENVIRONMENTAL SETTING

About 420 automobiles and about 35 trolleys (both two-way totals) use Carl St. in the peak p.m. hour. EIR investigators observed also that almost all of the p.m. peak cross-street traffic at the site consists of automobiles (about 120 per hour) departing the Parnassus Heights Medical Building garage, proceeding down Hillway Ave., and splitting eastbound (about 60 per hour) and westbound (about 60 per hour) on Carl St. These volumes would be expected to allow free-flow conditions (Level of Service A to B for definitions)/5/ on Carl St. This was confirmed by observations on two days (21 June and 8 July 1976) about 4:45 and about 5:30 p.m. Present uses on the proposed project site generate three times as much traffic on Parnassus as on Carl and are responsible for 0.5% of the total traffic volume on Parnassus.

#### FOOTNOTES - Traffic and Parking

/1/ Secondary thoroughfares are defined by the Plan as "primarily intradistrict routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major thoroughfare system" (adopted April 27, 1972; Planning Commission Resolution No. 6834).

/2/ A transit preferential street is defined by the Plan as "an important street for transit operations where interference with transit vehicles by other traffic should be minimized".

/3/ Division of Traffic Engineering, 1973.

/4/ Letter from James J. Finn, Director of Transportation, San Francisco Municipal Railway, 14 April 1977.

/5/ Level of service A describes a condition of free flow, with low volumes and high speeds. Traffic density is low, with speeds controlled by driver desires, speed limits, and physical roadway conditions. There is little or no restriction in maneuverability due to the presence of other vehicles, and drivers can maintain their desired speeds with little or no delay.

Level of service B is in the zone of stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions. Drivers still have reasonable freedom to select their speed and lane of operation. Reductions in speed are not unreasonable, with a low probability of traffic flow being restricted. The lower limit (lowest speed, highest volume) of this level of service has been associated with service volumes used in the design of rural highways.

### III. ENVIRONMENTAL SETTING

#### C. METEOROLOGY AND AIR QUALITY/1/

##### CLIMATE

The Parnassus Heights area experiences the breezy climate common to locations near the Golden Gate. The project site is partially protected from direct onshore winds (westerlies) by tall structures (UCSF Clinics Building and parking structure) immediately to the west, but still receives the full force of the westerlies, channeled through street "canyons". Residences along the east side of Hill Point Ave. are more protected because of the wall formed by the attached houses at the end of the cul-de-sac and along the west side of the street.

##### AIR QUALITY

The project area experiences good air quality relative to the rest of the Bay Area, because of the almost continuous flow of relatively clean marine air through the Golden Gate and adjacent San Francisco lowlands, and the absence of industrial pollutant sources to the west. Bay Area Air Pollution Control District (BAAPCD) data from 1973 through 1976 indicate that the automobile-related pollutants which occasionally exceed state or national standards in San Francisco are oxidants and carbon monoxide.

Uses in the project vicinity consist mostly of residential and institutional (non-industrial) uses. Sources of auto-related pollutants are discussed in the preceding Traffic and Parking section. As the traffic in the vicinity of the project site is not as heavy as the traffic surrounding the BAAPCD monitoring station 2.5 miles northeast of the project site, it is expected that the carbon monoxide level at the site is lower than the BAAPCD levels, recorded with fewer days per year as which standards are exceeded.

Estimates were made, assuming worst-case weather conditions, for curblane levels of carbon monoxide./2/ The calculated Carl St. levels are less than 4%

### III. ENVIRONMENTAL SETTING

of the standards, the Parnassus Ave. levels less than 15% of the standards. The Carl St. worst-case 8-hour level was found to be about 3% of the 1976 8-hour maximum at the BAAPCD station; the corresponding figure for Parnassus Ave. is about 12%.

#### FOOTNOTES - Meteorology and Air Quality

/1/ See Appendix B for a quantitative description of meteorology and current air quality.

/2/ See Appendix B for methods.

#### D. NOISE

The highest noise levels on site are at the Carl St. frontage, where the day-night ( $L_{dn}$ ) sound level/1/ is 79 dBA./2/ The  $L_{dn}$  drops to as low as 53 dBA in the backyards of the residences adjoining the Parnassus Heights Medical Building property./3/ The  $L_{dn}$  noise level at the location of the portion of the proposed structure which would be closest to Carl St. is currently about 75 dBA. The loudest individual contributors to this noise level are the street cars on Carl St. and an occasional truck.

According to the land-use compatibility chart for community noise in the Transportation Noise section of San Francisco's Environmental Protection Element (San Francisco Department of City Planning, 1974), the present 79 dBA levels at the existing residences on site are incompatible with residential uses and the 75 dBA levels at the proposed setback would be at best marginally compatible with the proposed use. In this kind of situation the Element suggests that "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the (project's) design".



### III. ENVIRONMENTAL SETTING

#### FOOTNOTES - Noise

/1/ Day-night sound level: a 24-hour energy-equivalent sound level that has been weighted to emphasize those noises experienced during the nighttime period. An energy-equivalent sound level is the constant noise level that would be experienced if the amount of energy contained in the actual time-varying sound were released at a constant rate.

/2/ dBA: the decibel reading obtained from a noise-measurement instrument with a frequency response similar to that of the human ear. A 1-dBA change in noise level is just perceivable to a trained listener in a laboratory situation. A 2- to 3-dBA change is needed to be noticeable to most people under normal conditions. A 10-dBA increase in sound level corresponds roughly to a doubling of perceived noise.

/3/ All sound levels specified in this report were developed, unless otherwise noted, with the traffic noise level estimation procedure presented in Porter, et al. (1974). Air absorption of sound, and topographic and structural shielding, were estimated approximately. Reflection and refraction effects were not considered.

#### E. GEOLOGY, SOILS AND SEISMICITY

The site, on a northern ridge of Mount Sutro, slopes from elevation 380 ft. to elevation 315 ft. Bedrock on site is overlain by unconsolidated (loosely packed and/or noncemented) soils, including sands of thickness varying from 2 to 60 ft. The site lies in what is characterized as an "area of potential landslide hazard" (Blume 1974, Figure 4). No landslides have been noted on or in the immediate vicinity.

The site is in a seismically active region due to the proximity of the San Andreas and Hayward faults, and is classed as being subject to "strong" ground shaking in the event of another earthquake of magnitude similar to the 1906 earthquake (Blume, 1974, Figures 2 and 3). A detailed discussion, with citations, will be found in Appendix C.

### III. ENVIRONMENTAL SETTING

#### F. ECOLOGICAL RESOURCES

The residentially developed site contains no unique nor valuable vegetation or wildlife./1/

#### FOOTNOTES - Ecological Resources

/1/ See Appendix E for a description of existing vegetation and wildlife.

#### G. POPULATION AND COMMUNITY CHARACTERISTICS

##### HOUSING SUPPLY

The twelve residential structures on the project site contain a total of 52 residential units of varying types (see Land Use, Page 34), with an overnight population of about 70.

The University of California operates on-campus housing facilities including the following: a married-student housing complex with 120 one-bedroom and 45 two-bedroom units, two dormitories with a total capacity of 225 students, University House (the Chancellor's residence), and 16 residential structures. The greatest concentration of off-campus UCSF student population is located in the immediate neighborhood, in the area bounded by Golden Gate Park, 19th Ave., Taravel St., Dewey Blvd., Laguna Honda, Clarendon Ave., Clayton St., Ashbury St., Frederick St., and Masonic Ave.

Except for the Haight-Ashbury, the number of housing units in the proposed project area increased at a faster pace than did population between 1960 and 1970, resulting in a lower number of persons per unit in the area. The housing inventory increased 8.3%, while the population for the area grew

### III. ENVIRONMENTAL SETTING

2.4%. This trend was particularly evident in the Inner Sunset tracts. In 1970, the area contained a lower proportion of single-unit structures than the citywide average of 33%.

The medical complex population generates a demand for housing, particularly of the type and rent range suitable for students. According to the 1970 Census, vacancy in the Inner Sunset area was considerably lower than the citywide rate (1.6% compared with 4.9% for the City). In 1973, the most recent date for which vacancy data are available,<sup>1/</sup> the vacancy rate in the Inner Sunset, the area between Stanyan St. and Nineteenth Ave., Golden Gate Park and Sloat Blvd., was 1.9% compared with 4% for the City as a whole. All of these vacancies were in one-bedroom units (San Francisco Department of City Planning, 1973a).

Patients and visitors to the medical complex create a demand for a different type of housing, including overnight accommodations, which are currently provided in the community guesthouses. The University distributes a list of these guest houses to those people requesting such overnight accommodations.

There are 21 guest house locations<sup>2/</sup> in a 10 block radius of the medical center. Ten of these guest houses are located on the project site; the rest are located along Fourth Ave. near Parnassus Ave., or on Parnassus Ave. itself. There are about 65-70 guest house rooms available in the area, including those at the project site.

### POPULATION CHARACTERISTICS

The project site is within an area of social diversity influenced by the medical complex.

About 27-29 persons are regular, month-to-month tenants on the site. Of these, four are students at UCSF. Most tenants are young, and have lived in the units for less than one year. Transient, guesthouse tenants are for the most part persons associated with the U.C. Medical Center in some way.



### III. ENVIRONMENTAL SETTING

The daily on-campus population of UCSF (including students, staff, patients and visitors) is about 11,500./3/ The ethnic composition of the campus is 66% white, 18% black, 7% Oriental, 4% Spanish-speaking or Mexican-American, 0.2% American Indian, and 5% foreign students and others. According to the 1970 census, the overall population of San Francisco was 71% white, 13% black and 15% others.

While population in the City and County of San Francisco declined about 3% from 740,000 to 716,000 between 1960 and 1970, the population of the immediate neighborhood (defined above) increased 2.5% from 43,900 to 45,000 during this ten-year period. The population in the immediate neighborhood also shows increases in the young adult (under 20) and middle aged (over 45) categories, from 1960 to 1970. The immediate neighborhood followed the citywide trend to an increasing proportion of minority population. The minority population growth in the Haight-Ashbury census tracts was predominantly caused by new black residents and the Inner Sunset district by new Asian and Spanish-speaking residents.

At the time of the census except for the Haight-Ashbury area, median family incomes in the immediate project neighborhood were equal to, or higher than, the 1970 median income for the City.

For the most part, the population of the immediate neighborhood is characterized by a greater degree of residential mobility than the City's population as a whole. About 40% of the 1970 residents in the neighborhood had lived in the same house in 1965, compared with 48% for the City, as a whole.

#### FOOTNOTES - Population and Community Characteristics

/1/ Personal conversation, Peter Groat, Senior City Planner, Department of City Planning, 4 March 1977.

/2/ Some guesthouses operate at more than one location. UCSF "Off-Campus Guest Housing", 6 November 1975; available in the files of the City Office of Environmental Review, 45 Hyde St.

### III. ENVIRONMENTAL SETTING

/3/ Use was made of the UCSF EIR on its Long-Range Development Plan (UCSF, October 1975a) in the development of this section.

#### H. VISUAL AND AESTHETIC SETTING

The project site is, visually, generally typical of a San Francisco residential block built about 60 years ago. Because of its steepness and the fact that there are no buildings taller than 40 ft. below it, the higher elevations of the site have panoramic northerly views. The predominant, near element of these views is the green of nearby Golden Gate Park. To the east and northeast, the serrated downtown skyline formed by high-rise apartments, hotels, office buildings and Bay Bridge towers may be seen. The Golden Gate Bridge, the Gate itself, and the Marin County and San Francisco headlands may be seen to the north and northwest. The houses on Hill Point Ave. are oriented to some, or all, of these views. The upper apartments on Carl St., accessible by a climb of 53 to 60 steps from the street, are oriented to the same views.

The houses on-site are all two stories, mostly over basement garages, and some of the buildings have third floors. The Hillway Ave. houses open on to rear gardens and terraces via stairs down from living or dining rooms and kitchens (Figure 14). The easterly on-site Carl St. apartments are entered through a garden court (Figure 15, Page 55).

Hill Point Ave. presently has 18 street trees, eight of which were planted by the applicant (Figure 16, Page 57).

All houses on the site are built of wood frame construction, are stuccoed in front with varied stylistic treatments, and have uniform painted rustic redwood siding on their sides, lightwells, and rears. This pattern of surface material was used commonly in San Francisco tracts at the time of construction of these houses.



FIGURE 14 VIEW FROM PARNASSUS HEIGHTS  
MEDICAL CENTER ( LOOKING  
NORTHWEST)





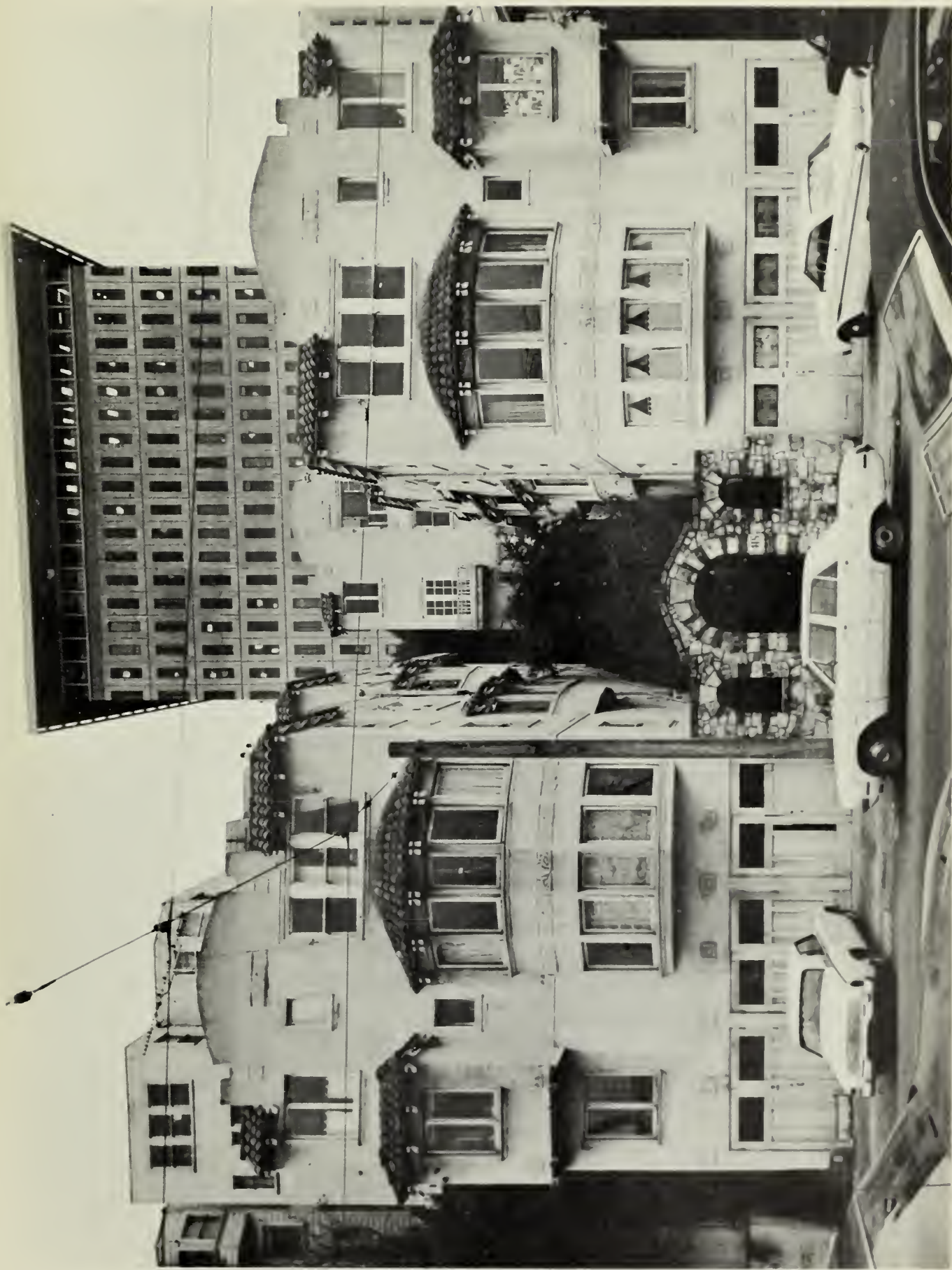


FIGURE 15 VIEW FROM CARL STREET  
(LOTS 42 and 44)







FIGURE 16 VIEW OF HILL POINT AVENUE  
(EXISTING RESIDENCES)



### III. ENVIRONMENTAL SETTING

Development on the site is relatively small-scale, in relation to surrounding buildings (Figure 17, Page 61). At a larger scale, are the nearby 13-story Parnassus Heights Medical Office Building, (Figures 15, Page 55, and 17, Page 61) and the larger nine-story Clinics Building of the University, (Figures 17, Page 61, and 18, Page 63). These two non-residential, medically oriented buildings visually dominate the area. The Clinics Building blocks views from Hillway Ave.; this street is not used for access to this towering, neighbor. The Parnassus Heights Medical Building, whose vehicular ingress is from Parnassus Ave., discharges its vehicles to Hillway Ave., the major impact being during the afternoon peak.

#### I. COMMUNITY SERVICES

##### WATER AND SEWAGE

Residential water uses on the project site currently total about 4,400 gallons of water per day (gpd)./1/ As there is no evidence that water is used for irrigation of landscaping (for example, there is no rise in recorded consumption in the summer months), it appears that essentially all of the water on site is consumed in domestic uses, including car washing. Therefore, it is assumed that all the water supplied to the site leaves as sewage or runoff. Using this assumption, the present water consumption translates to 0.0044 million gallons per day (mgd) of sewage, which flows to the Richmond-Sunset Sewage Treatment Plant. This plant currently operates at about 86% of its 22.5 mgd capacity during dry weather. The project site currently contributes about 0.023% of the dry weather wastes treated at the plant. In wet weather, inflow exceeds capacity of the plant, and the excess is discharged, untreated to the Pacific Ocean. This occurs 80 times a year, when rainfall exceeds 0.02 inches per hour.

### III. ENVIRONMENTAL SETTING

#### SOLID WASTE

Solid waste is trucked from the site to a transfer station at Tunnel Ave., west of Highway 101 in the City of Brisbane, near the San Francisco boundary. It is then taken by truck to the City of Mountain View, in Santa Clara County, for disposal in a sanitary landfill operation. That operation is expected to reach capacity in about 1983. No replacement site has yet been selected.

Current solid waste generation of the project site is estimated to be about 170 pounds per day, on the basis of a production of about 2.4 pounds per day per capita (California Solid Waste Management Board, 1974, p.3) and an overnight site population of 70.

#### POLICE

The project area is patrolled by officers of the San Francisco Police Department (SFPD). The 1974-1975 rate of police-related incidents in the project area (Census Tract 301) is 541 per year./2/ This annual rate is equivalent to 39 incidents per 1,000 persons. If prorated to the current population at the project site,/3/ this data implies that there are currently about three such incidents per year, related to the site. At a cost of about \$625 per incident,/2/ the average current police-related costs of the site are therefore about \$1,900, per year.

#### FIRE SERVICES

The site is served by the San Francisco Fire Department (SFFD). The nearest fire station is located at 1145 Stanyan St../4/



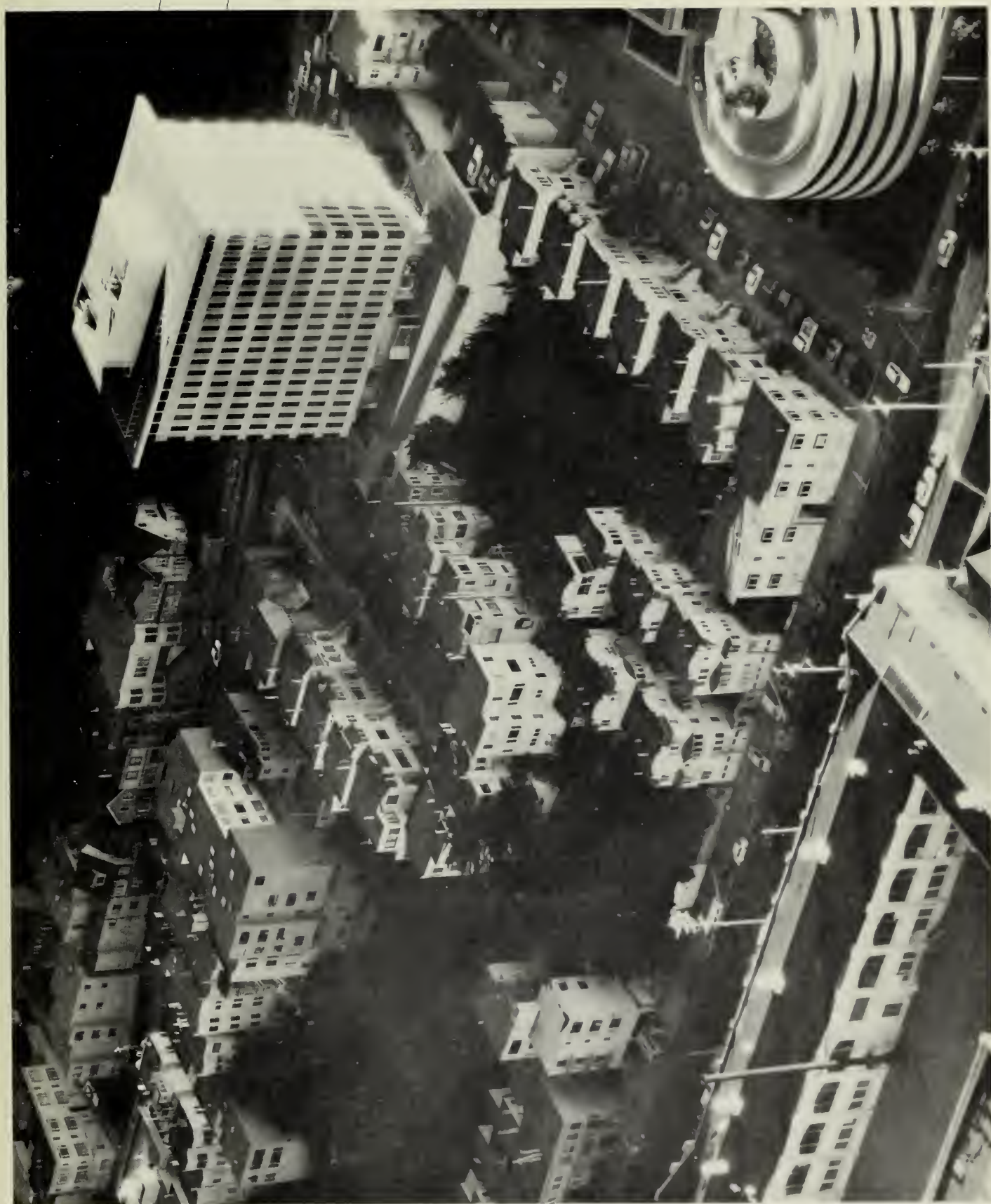


FIGURE 17 AERIAL VIEW OF MEDICAL CENTER AND SITE





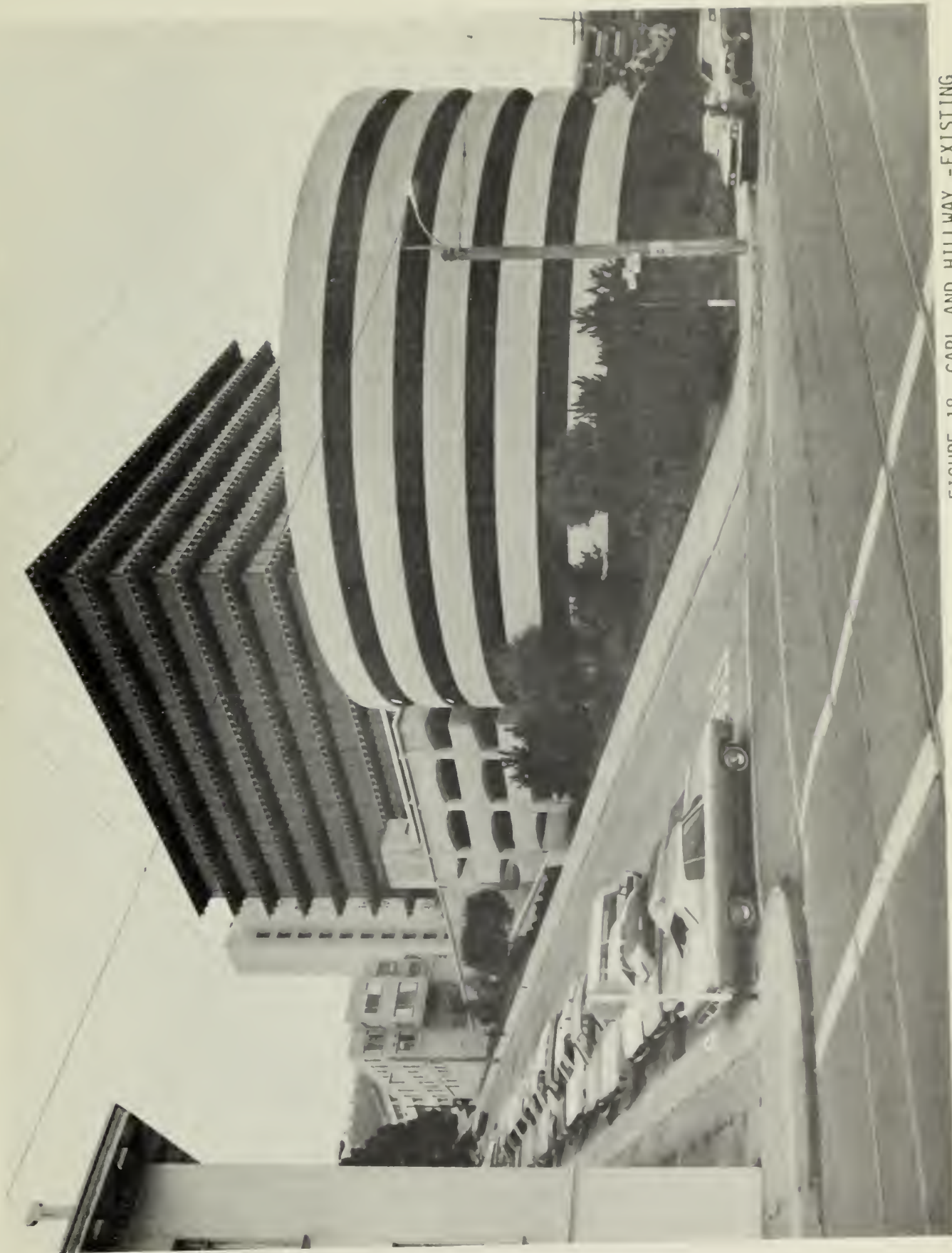


FIGURE 18 CARL AND HILLWAY -EXISTING  
PARKING STRUCTURE, SOUTHWEST



### III. ENVIRONMENTAL SETTING

#### FOOTNOTES - Community Services

/1/ Total individual waterbill records for Calendar 1975, for the project site.

/2/ Source: Captain George Sully, SFPD, letter dated 2 March 1976.

/3/ This procedure may ignore cultural and social variables.

/4/ Source: Chief Robert Rose, San Francisco Fire Department, letter dated 10 March 1976 and UCSF, 1974a.

#### J. ARCHAEOLOGY AND HISTORY

The first residences on the project site were built around 1915; those on Hill Point Ave. date from that era. As far as is known, there was no earlier development on the site. None of the existing structures is believed to be of historical significance.

An archaeological literature investigation indicated that there are no previously reported or recorded archaeological sites within or adjacent to the project site, and that the probability of encountering such resources is low. No visible archaeological remains were discovered in the course of an inspection of the remaining open space on site.

#### K. ECONOMIC/FISCAL

The total 1978-79 assessed value of the project site is about \$202,000. At the \$5.06 composite tax rate, total property taxes will be approximately \$10,200 in 1978-79.

### III. ENVIRONMENTAL SETTING

In 1976, monthly rent at the site was \$190 for a one-bedroom apartment. Overnight guest houses rates were \$9 for a single, and \$12 to \$14 for a double room.

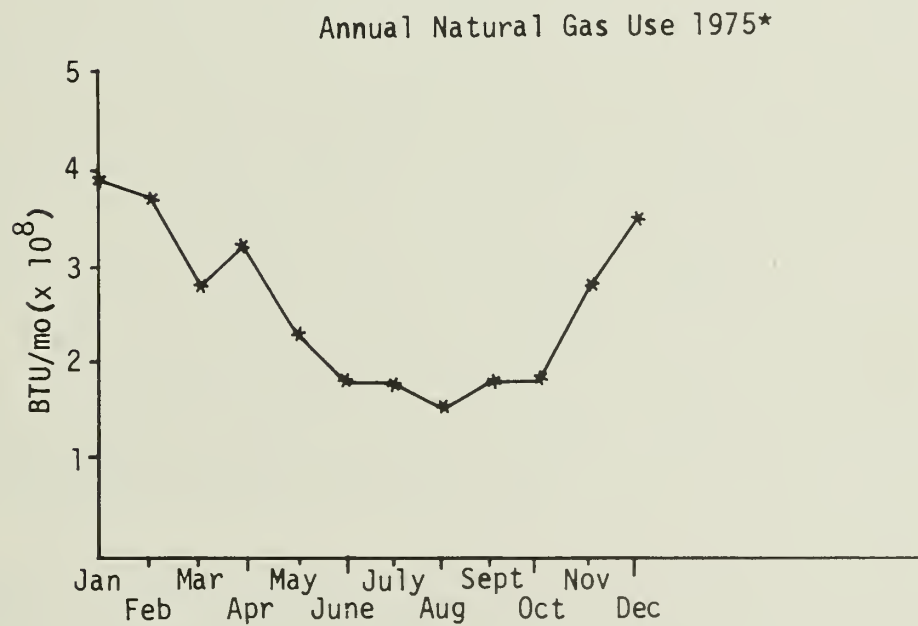
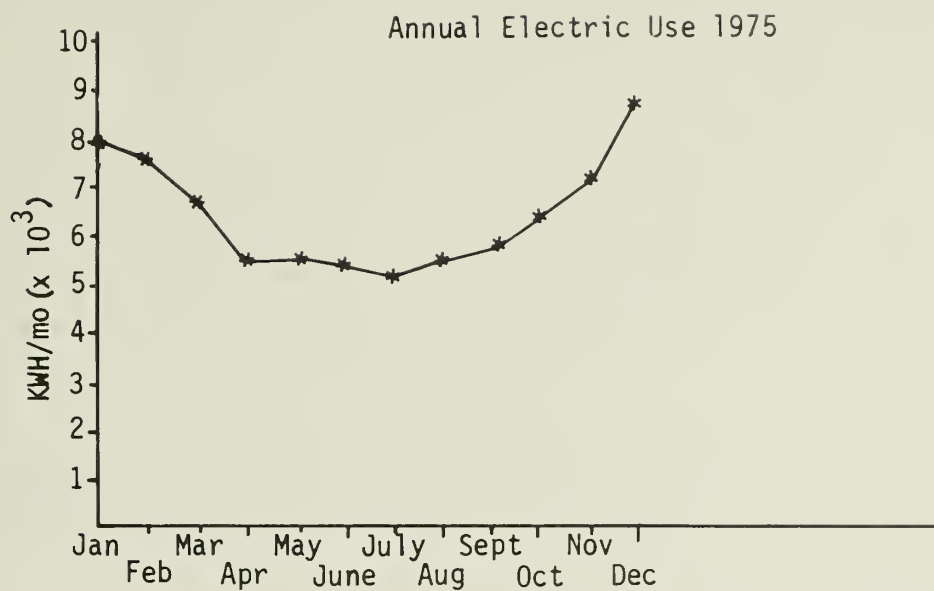
As reported in the 1970 census, the median value of owner-occupied units and the median contract rents in the immediate neighborhood are generally higher than in the City as a whole (UCSF 1975a) which indicates the effect of the U.C. Medical Center upon housing in the area. The vacancy rate is negligible throughout the City.

#### FOOTNOTES - Economic/Fiscal

/1/ The Office of Environmental Review has in its files the valuations for the individual lots. Source: City of San Francisco Assessor's Office.

#### L. ENERGY

Consumption of electricity on-site during 1975 was about 76,000 kilowatt hours (KWH). Consumption of gas on site in 1975 was about 3.1 billion British Thermal Units (BTU). Monthly variation in demand for energy reflects seasonal changes (see Figure 19).



\*Billed as Therms: 1 Therm = 100,000BTU = 100 cu. ft.

FIGURE 19 EXISTING ENERGY USE CURVES

Source: PG & E monthly statements for all buildings on the site





#### IV. ENVIRONMENTAL IMPACTS

#### IV. ENVIRONMENTAL IMPACTS

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##### A. LAND USE

The proposed change in use of the site would result in a change from apartment (2 buildings) and guest house (10 buildings) to a hotel (accompanied by ancillary facilities) to serve persons who are visiting the medical facilities on Parnassus Heights. The property is currently bounded on three sides (north, west and south) by structures which are oriented toward public uses, (UCSF Polytechnic high structures). However to the east, on the east side of Hill Point Ave., there are eight residential structures, most of which are occupied by single families. The proposed hotel would attract little vehicular traffic to that street, as vehicular ingress would not be on that side./1/ Several walkways from the south wing of the proposed project to Hill Point Ave. would provide secondary access (exit only) for pedestrians./2/ Principal pedestrian access would be the ramp connecting with the plaza of the Parnassus Heights Medical Building, toward which the hotel would be oriented.

The number of persons using the site at full occupancy of the hotel would be about 240, per day, including employees, guests and attendants./3/ It is assumed that one-half the occupied guest rooms would have two occupants, and

#### IV. ENVIRONMENTAL IMPACTS

that each attendant room would have one occupant. Compared with the approximately 70 persons now residing on site--including guest house transients--this represents a 240% increase in density./4/

● The project site is presently zoned RH-2, a zoning district which does not permit hotel uses. If the applicant proceeds to build his hotel, the effect of the reclassification to RC-1 would be the same as if the property had remained in an R-3 classification which permitted consideration of a conditional use for the hotel as designated. If the property were reclassified to an RC-1 district, and the hotel were not built, that new zoning would permit residential development at the same density as the R-3 zoning and would permit neighborhood commercial uses to occupy the ground floor of buildings built on that site. The maximum dwelling unit density ratio in an RC-1 zoning district is one unit per 800 sq. ft. of lot area. As the subject property contains 37,600 sq. ft., 47 dwelling units could be developed at the project site.

#### FOOTNOTES - Land Use

/1/ This represents a decrease in vehicular attraction to the street as three buildings on the site currently have off-street parking spaces accessible from Hill Point Ave.

● /2/ An occasional pick-up of a hotel guest or employee is therefore a possibility. The same applies to the pedestrian access on Hillway Ave.

/3/ At the expected 73% occupancy rate, this figure would be about 180.

/4/ At the expected 73% occupancy rate, the increase in density over present levels would be about 160%.

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##### B. TRAFFIC AND PARKING

###### CONSTRUCTION TRAFFIC

Demolition would be expected to start with the Carl St. structures. Debris would be removed by trucks entering from Carl St. The demolition operations would then proceed up the hill, along Hillway Ave., to the Hill Point Ave. structures. Debris would be pushed down the hill for removal by trucks entering from Carl St. It is possible that some of the debris from the Hill Point and Hillway Ave. structures would be removed via those streets rather than via Carl. About 4,000 cu. yds. of structural debris would be removed. If standard 8-cubic-yard dump trucks were used, this would require 500 truckloads, or 1,000 trip ends,<sup>1/</sup> in a period of about two weeks, for about 100 truck trip ends each day.





#### 1V. ENVIRONMENTAL IMPACTS

Excavation would be the next stage. About 29,000 cu. yds. of soil and rock would be removed, over a period of about 12 weeks. With standard 8-cubic-yard dump trucks, this would require about 3,600 truck loads, or 7,200 trip ends. Thus, there would be about 120 trip ends each day; all of these trips would involve use of Carl St.

About 6,000 cu. yds. of concrete would be brought into the site for foundations and the building shell. On the assumption that 12-cubic-yard booster/loader concrete-mix trucks would be used, this would mean about 500 truckloads, or 1,000 trip ends. As this process would occur over a period of about eight months, the average would be about six trip ends per day due to concrete trucks./2/

The 120 truck trip ends per day during the 12-week period of excavation would cause the greatest construction impacts. Assuming a 7-hour work day (worst-case analysis for arrival-departure rates), the project would result in about 17 dump-truck trip ends per hour./3/ (If 15-cubic yard truck-and-trailer rigs were used, the rate would be about 9 trip ends per hour.) The projected dump-truck traffic rate is about 4% of the peak-hour auto/trolley traffic on Carl St., and should have an imperceptible impact on traffic flow on that street./4/

#### PROJECT TRAFFIC AND PARKING

Traffic generation and parking requirements of hotel employees and visitors are presented in Table 4. The trip-generation estimates take into account the nature of the expected hotel clients, many of whom would not be sightseeing and would be taking meals in the hotel dining room. Since the proposed medical hotel is planned to serve a clientele which would be visiting the medical complex in any case, all project traffic estimates represent a worst-case analysis.

#### IV. ENVIRONMENTAL IMPACTS

The source of this report's per unit parking demand is a 1972 questionnaire-type study by the City of San Francisco Department of Public Works staff, in which 470 inquiries were made, with a return of slightly over 45%.<sup>5/</sup> Hotels outside the downtown area showed a demand of one parking space for each two units and this was the figure applied to single units in the proposed hotel. The attendant suites for the project were assumed to generate 1.5 times the parking demand of a single unit. With 96 single and 23 attendant units, the proposed hotel would have 142 rooms. If each single unit is assumed to require half a parking space, and each attendant unit  $3/4$  parking space, the demand would be 66 spaces, as in Table 4.

● The anticipated traffic and parking impacts are summarized in Table 5, Page 74. For purposes of worst-case analysis of traffic impacts, all of the daily trip ends in Table 4 are assumed to arrive and depart via Carl St. The main entrance and all off-street parking would be accessible only from Carl St.; there could be an occasional drop-off or pick-up of a hotel guest along the Hill Point or Hillway Ave. frontages, where there would be walkway access to the interior of the site. Pick-ups (the Hill Point access is a pedestrian exit, but not an entrance) could add to an already congested situation on Hill Point which results from the fact that the street is a narrow cul-de-sac here, and there is presently a problem with illegal double-parking. Since Parnassus Ave. carries more than three times the traffic of Carl St., and the bulk of project-generated traffic would arrive/depart via Carl St., an analysis of traffic impacts on the latter street controls the evaluation. On the assumption that 10% of the total daily trip ends occur during the peak P.M. hour,<sup>6/</sup> the project would add about 38 to the traffic volume on Carl St. during that period. The resulting peak-hour total of 460 autos (and 35 trolleys) would not change the existing free-flow/stable-flow conditions on Carl St. (see, for example, Highway Capacity Manual, 1965, Figures 3.45-3.47).

#### IV. ENVIRONMENTAL IMPACTS

● If demand conforms to the applicant's market study, about 3/4 of the units would be occupied by medical-complex visitors, generating 3 T.E. per day per unit (Table 4). Assume the remaining 1/4 of the units would be occupied by conventional visitors to out-of-downtown hotels, generating 6-8 T.E. per day per unit. The overall average generation rate for all units would be  $(3 \times 3/4) + (7 \times 1/4)$ , or 4 T.E. per day per unit. On this assumption, generated traffic would be raised by about 33% over that given in Tables 4 and 5. The effect of this correction (see Table 5), would be to add about 13 autos to the peak-hour traffic on Carl St. (one every 4.5 minutes), a change that would be statistically insignificant within the total peak-hour two-way volume on Carl St., 460 autos and 35 trolleys (page 72).

● The following Muni statement is quoted directly from Comment No. 116:

"... free-flow characteristics on a street are different once transit is involved, especially so with fixed-rail streetcars. As the streetcars stop for boarding and disembarking passengers, they interrupt the flow of traffic. From a transit perspective, it is also crucial that the streetcars be able to run on schedule, without automobile induced delays. Although the site may mean only a 7% increase in Carl Street traffic, it will mean almost a 400% (sic! -- see Response No. 116) increase in traffic that is turning off of or on to Carl Street (EIR, p. 74). Such traffic is substantially more erratic and slower than through traffic; it must wait to clear left turns, it must slow down, and it crosses streetcar tracks. Schedule adherence will be particularly important once the Muni-METRO cars are introduced. All five streetcar lines will meet underground in the Market Street subway. To do so, and to utilize the Market Street turnaround properly, will require minimization of delays. Additionally, the N-Muni-METRO will replace the current express service from the Sunset District, as proposed in the POM Study. Express patrons will be encouraged to use the N-line as a faster way of getting downtown. (This should also increase ridership levels on the N.) To maintain the



#### IV. ENVIRONMENTAL IMPACTS

viability of the proposed rerouting, the trip must, in fact, be quicker. In conclusion, I believe the proposed hotel project will have a significant effect on Municipal Railway operations on Carl Street, interfering with its proper transit preferential status. With the Market Street subway, any delays created on Carl Street will have a ripple effect throughout all five streetcar lines."

The parking demand of 66 spaces presented in Table 4 is based on actual hotel experience in San Francisco. The Planning Code requires one parking space for each eight guest rooms (for the 142 rooms, 18 spaces would be needed). The planned provision of 80 spaces more than meets the likely demand and Planning Code requirements.

TABLE 4

## TRAFFIC GENERATION AND PARKING REQUIREMENTS OF THE PROJECT

<u>Unit Type</u>	<u>Number of Units</u>	<u>Daily T.E. Per Unit*</u>	<u>Total Daily T.E.</u>	<u>Parking Demand Per Unit**</u>	<u>Total Parking Space Demand</u>	<u>Code Requirements</u>
Single	96	3	288	1/2	48	12
Attendant Suite	23	4	92	3/4	18	6
	—		—		—	—
	119		380		66	18

\*Eno Foundation for Transportation (1972), modified for the proposed type of use by Donald K. Goodrich, Consulting Engineer (C12135). One trip end (T.E.) is a vehicle arrival or departure.

\*\*City of San Francisco (31 May 1972), *Hotel-Motel Parking Demand*, Division of Traffic Engineering, Bureau of Engineering, Department of Public Works.



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TABLE 5

TRAFFIC AND PARKING IMPACT SUMMARY

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A. SITE TRAFFIC GENERATION

<u>Location</u>	<u>Existing</u>	<u>Proposed</u>	<u>Net Change</u>
Total	174/17*	380/38*	+206/21*
Carl Street	105/11**	380/38	+275/27***
Hill Point Avenue	48/5	0/0+	- 48/5
Hillway Avenue	60/6	0/0+	- 60/6
Parnassus Avenue	55/6	0/0	- 55/6

B. PARKING SPACES

<u>Characteristic</u>	<u>Existing</u>	<u>Proposed</u>	<u>Net Change</u>
Demand (usage)	35	66	+31
Available Off-Street	21	80	+59
Available On-Street	35	51	+16
Excess Off-Street	-14 (Deficit)	14	+28
Excess Total	21	65	+44

\*Trip ends per day/peak-hour trip ends. Residential uses typically generate about seven percent of the daily trip ends in the peak P.M. (or A.M.) hour, rather than the ten percent used here. The proposed hotel use could generate fewer than seven percent.

\*\*Including those starting on Hillway Avenue.

\*\*\*This is about a seven percent increase in existing traffic on Carl Street which is (4200/420). The increase would not change the free-flow characteristics on that street.

+Except for occasional pick-up or drop -off of the hotel guest or employee using the walkway access from Hill Point or Hillway Avenues.

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#### IV. ENVIRONMENTAL IMPACTS

The project would generate 16 on-street parking spaces, because of the removal of curb cuts used for the present residential garages on all three frontages; the effect of these additional spaces would be reduced by the 45-ft. curb cut for the proposed parking facility on Carl St.

The following Muni statement is quoted directly from Comment No. 115:

"The availability of parking spaces will encourage automobile travel as opposed to transit usage. With increased auto traffic, we can expect further interference with N-Judah operations."

The proximity of the transit routes along Carl St. and Parnassus Ave. should encourage the use of public transportation, among project users and project employees.

#### FOOTNOTES - Traffic and Parking

/1/ One trip end is one truck arrival or departure. Each truckload of debris to be removed therefore involves two trip ends. Eight-cubic-yard dump trucks were used for conservative estimation. It is more likely that 12-to-16 yard trucks would be used for demolition spoils; this would reduce the daily trip ends to about 70-50, respectively.

/2/ Import of other materials of construction would increase this by an unknown amount, but would not be expected to increase the number to more than 20 trip ends per day). This would keep the arrival-departure rate at 15% of that for excavation spoils. It is likely that some of the construction materials would be arriving via Parnassus Ave., at the Hillway Ave. or Hill Point Ave. frontages. This would create some annoyance, particularly for remaining residents on Hill Point Ave. However, in view of the high existing traffic volumes and congestion on Parnassus Ave. and the steep grade on Hillway, the preferred route would be Carl St., so that it is unlikely that the average arrival-departure rate for Hill Point or Hillway would be as much as 10 trip ends per day.

/3/ This figure is used for the analysis (Section IV.F., following) of construction-traffic noise.

/4/ See Highway Capacity Manual (1965), Figures 3.45-3.47. A 4% increase would not be measurable as a change in Level of Service (flow conditions) (Harvey Quan, S.F. Department of Public Works, Traffic Engineering, personal communication, March 10, 1977).

#### IV. ENVIRONMENTAL IMPACTS

/5/ No parking-generation studies on hotels have been produced in San Francisco since 1972 (Scott Shoaf, San Francisco Division of Traffic Engineering, telephone communication, 23 June 1976).

/6/ Ten percent is an overestimate even for residential uses, where trips to work are a factor; it is more so for the hotel use, in which traffic generation should be more uniform over the daylight hours (Donald K. Goodrich, Consulting Traffic Engineer).



#### IV. ENVIRONMENTAL IMPACTS

##### C. METEOROLOGY AND AIR QUALITY

During periods of construction, increased concentrations of suspended particulates (dusts) would occur downwind of the project site. The main impact would be during demolition (about two weeks) and excavation and grading (about 12 weeks), although dust emission would continue as long as construction operations were taking place on exposed soil. The problem would be greatest during the summer, when winds are highest and soil moisture is low. Persons with respiratory problems coming to the medical complex could be more sensitive to increased particulates than the average population.

Construction traffic would be expected to change curbside carbon monoxide (CO) levels by less than 3%. The existing curbside levels along Carl St. are less than 4% of the standards (not to be exceeded). Therefore, construction traffic would change curbside levels by less than 0.12% of the standards.

The proposed hotel operation would increase the traffic on Carl St. by 270 trip ends per day, /1/ a 6.5% increase. Therefore, project traffic would raise curbside CO levels on Carl St. by about 6.5%. The calculated changes in carbon monoxide parts per million are below the usual detection level of accuracy (0.1 ppm). As existing curbside levels along Carl St. are less than 4% of the standard levels, project traffic would increase curbside levels by about 0.3% of the standard levels.

The major climatic impact of the project would result from the opening up or a corridor between the proposed south wing and the remaining residence at No. 2 Hill Point Ave. (where the residences at No. 1 and No. 7 Hill Point Ave. now stand). The Hill Point Ave. cul-de-sac, now partially protected from the prevailing westerly winds by the wall of attached residences on the west side of the street, would be open to those winds, channeled through the corridor.

For additional information on meteorology and air quality, see Appendix B, page 149.



#### IV. ENVIRONMENTAL IMPACTS

##### FOOTNOTES - Meteorology and Air Quality

/1/ It would reduce existing traffic levels on Hillway Ave., Hill Point Ave. (and Parnassus Ave.), as demonstrated in the Traffic and Parking Impacts section preceding.

##### D. NOISE

###### CONSTRUCTION NOISE

The construction period is estimated by the applicant to be 13 months, of which the first three would be used for site preparation (demolition, excavation and grading). On-site construction activities would lead, at times, to a perceivable increase (2-3 dBA) in the daytime  $L_{dn}$  noise levels at distances ranging from 1,600 ft. (line-of sight exposure) to 450 ft. (shielded exposure)./1/

The noisier phases of development (demolition, foundation excavation, building erection, and exterior finishing) could produce intermittent noise levels up to about 85 dBA at distances of 50 ft. from the source. Such levels would interfere with hospital and office activities, and with outdoor and indoor residential uses, at distances ranging from 600 ft. (line-of-sight exposure) to 130 ft. (shielded exposure)./2/ The remaining residences on Hill Point Ave., the residences in the western portions of the sections of Parnassus Ave. and of Carl St. between Willard St. and Hillway Ave., and the residences in the southernmost portions of Arguello Boulevard all lie within this impact zone. Much of the Polytechnic High School site and, possibly portions of the Langley Porter Neuropsychiatric Institute and Moffitt Hospital, lie within this potential impact zone, also. Finally, some interference with activities in the offices on the lower floors of the Parnassus Heights Medical Building, facing north, may be experienced during portions of the construction period./3/

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Truck traffic taking away demolition spoils and excavated material, and bringing construction supplies to the site would be the second source of construction noise. Noise impacts of additional traffic are least important on already heavily traveled streets because of the high base noise level.

- Note that decibels cannot be added because their scale is non-linear. Therefore, of the major streets in the project, Parnassus Ave. (average daily traffic about 13,000 vehicles plus two bus lines) would be expected to be least affected, if used at all by construction traffic; impacts on Carl St. (average daily traffic about 4,000 vehicles plus one street-car line) would be proportionally the greatest. Construction traffic on Carl St. would, at most, raise the  $L_{dn}/4/$  sound levels along that street by 2 to 3 dBA. Peak expected increases in daytime hourly  $L_{50}/5/$  could range up to 4 dBA. Such increases would be noticeable. When an individual truck passes a given residence, exterior noise levels would reach 90 dBA or more; this would be a noise level that would disturb most human activities.

Noise level increases experienced along other portions of the hauling route cannot be evaluated, because the route has not yet been selected. If any portion of the route should employ streets carrying fewer than about 6,500 vehicles per day, perceivable increases in traffic noise levels would occur.

#### OPERATIONAL NOISE

The major source of operational noise from the project would be vehicular traffic generated by the proposed development (see Traffic Impacts above). Such traffic would raise the noise levels experienced along Carl St., the most strongly affected roadway, less than 0.5 dBA. Such an increase would not be perceivable.

- The UCSF neighborhood is not totally quiet at night, as there are evening visitors to hospital patients, evening classes at the campus, and evening events at Millberry Union (the UCSF student union). To the extent that users of the proposed hotel would be visitors to the medical complex as assumed by

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the applicant, the pattern of nighttime activity created by the hotel would be similar to that of residential development. However, there are no guarantees, short of a conditioned agreement by the applicant, that users of the proposed project would all be associated with the medical complex; other kinds of visitors to San Francisco could be attracted to the hotel, tourists for example, including visitors to activities in Golden Gate Park. These visitors could increase nighttime noise levels in the project vicinity.



#### IV. ENVIRONMENTAL IMPACTS

##### IMPACT OF AMBIENT NOISE ON THE PROPOSED PROJECT

As noted in the Noise Setting section, the exterior  $L_{dn}$  noise level at the location of the portion of the proposed structure closest to Carl St. (20 ft. setback) is currently about 75 dBA. The loudest individual contributors to this noise level are the street cars (N-line) and an occasional truck on Carl St. The former will decrease when the quieter Muni Metro cars come into use in 1979 or 1980.

The land-use compatibility chart for community noise presented in the Transportation Noise section of San Francisco's Environmental Protection Element (San Francisco Department of City Planning, 1974), provides that where there are 75 dBA outdoor levels as at the proposed project setback, "new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the (project's) design". The same source notes that masonry construction with double-thickness windows would reduce interior noise levels by 35 dBA. Since these features are proposed for the hotel project, the contribution of ambient noise to interior levels would be expected to be about 40 dBA. This would satisfy any known criteria for urban uses, including those presented in San Francisco's Environmental Protection Element.

##### FOOTNOTES - Noise

/1/ All construction-noise impacts presented in this section were calculated on the basis of the construction-noise information in Bolt, Beranek and Newman (1971), the traffic-volume/median-noise-level charts in Gordon, et al. (1971), and/or the traffic-noise-estimation procedure of Porter, et al. (1974). Air absorption of sound, and topographic and structural shielding, were taken into account with approximation methods. Reflection and refraction effects were not considered.

/2/ This judgment is based on a set of rough construction-noise acceptability guidelines presented in Bolt, Beranek & Newman (1971).



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/3/ This judgment is based on the exterior/interior noise reduction data and maximum-interior-noise-level criteria presented in Paul S. Veneklasen and Associates (1973).

/4/ This does not imply construction traffic at night. It is expected (per the applicant) that the construction day would end at 5:00 p.m.

/5/  $L_{50}$ : the sound level exceeded 50% of the time during the specified period of measure.

#### E. GEOLOGY, SOILS AND SEISMICITY/1/

Preliminary project plans indicate that topographic modification of the site would be required for project implementation. Approximately 29,000 cu. yds. of material would be removed, temporarily leaving an excavation the approximate depth of which would range from 10 to 60 ft.; this excavation would cover about 80% of the property. The below-grade portions of the proposed structures subsequently would be constructed in this excavation.

Excavation for the sub-surface levels of the proposed structure might induce slope failure unless carefully carried out. Such failures could damage Hillway Ave. or the foundations of the structures bordering the higher portions of the site on the south and east.

Potential differential settlement could produce cracking of sub-basement floors and might affect the response of the building to a future seismic event because the structure might be pre-stressed by such settlement.

If site clearing and excavation work were to be done during the winter months, erosion could occur as well as gullying of bare slopes.

During the life of the planned structures, at least one major earthquake (7+ on the Richter scale /2/) and probably several moderate earthquakes (5 to 7 on this same scale) can be expected to occur within the San Francisco Bay

#### IV. ENVIRONMENTAL IMPACTS

Region. The intensity of the ground motion produced by such shaking will be less on the project site than in the filled portions of the City but will be greater than that at the areas on Mount Sutro, south of the project where bedrock is at the ground surface.

The specific hazards in the project area associated with seismic events are ground motion and ground failure.

During a major earthquake, structural failure would not be anticipated, because the proposed structures would be required to comply with the Building Code which contains provisions for the structural integrity of buildings during earthquakes. Non-structural damage from earthquakes cannot be prevented and would cause human injury or death.

Ground failure could result in: 1) sliding, which could damage the proposed structures and surrounding properties; and 2) rapid settlement, which would produce damage similar to but more severe than that produced by normal settlement.

#### FOOTNOTES - Geology, Soils and Seismicity

/1/ A more detailed discussion, including citations and definitions of terms, appears in Appendix C, Page 155.

/2/ The Richter Scale is a logarithmic scale, developed by Charles Richter, to measure earthquake magnitude by the energy released, as opposed to earthquake intensity as determined by effects on people, structures and earth materials.

#### F. HYDROLOGY AND WATER QUALITY/1/

Runoff from the proposed project is estimated to be about 11% less than current runoff, due to the decrease in impermeable surface area with the project.

#### IV. ENVIRONMENTAL IMPACTS

The additional 210 trip ends per day which would be produced by the project (see Traffic Impact section, Page 70) would add unpredictable amounts of contaminants to city streets, further degrading runoff water quality by an unpredictable amount. The project would provide 59 additional covered parking spaces.

The project would have the effect of adding about 9,400 gallons of sewage effluent per day to the load of the sewage-treatment system. During wet weather this would contribute pollutants to the excess runoff waters which do not receive treatment prior to discharge into the ocean.

#### FOOTNOTES - Hydrology and Water Quality

/1/ See Appendix D, Page 159, for details.

#### G. ECOLOGICAL RESOURCES

All the existing plants/1/ with the exception of street trees and, consequently, all current potential wildlife habitat on the site would be destroyed during project construction. The proposed project would include about 13,600 sq. ft. of ground space landscaping. About 6,500 sq. ft. of the approximately 12,700 sq. ft. of roof and deck space would be landscaped (planters), giving a total proposed landscaped area equal to about 20,100 sq. ft. Some of the displaced urban wildlife, such as birds and insects, would be expected to return after shrubs and trees have re-grown. This would be expected to be a slow process, as the landscaped areas would not be interconnected, and the landscaping would take some years to reach maturity and size of existing vegetation.

#### IV. ENVIRONMENTAL IMPACTS

##### FOOTNOTES - Ecological Resources

/1/ Except for backyard of No. 1 Hill Point Ave., not planned for construction.

#### H. POPULATION AND COMMUNITY CHARACTERISTICS

##### HOUSING SUPPLY

As noted earlier, the availability of housing in the immediate neighborhood of the site is low due to the demand generated by the medical complex. The proposed demolition of the residential on-site structures would further reduce the available housing units. There are now 16 apartments and 36 guesthouse bedrooms on the site which would be replaced by the proposed hotel facility.

The tenants now occupying the regular rental units on the site would have to seek other housing if the project were implemented. The 4 university-affiliated tenants probably would try to find comparable housing in the immediate medical-complex environs. The other 23-25 non-transient tenants would probably seek comparable housing, probably within San Francisco and possibly within the same area.

In the context of an otherwise generally stable housing supply, with low vacancy rates, a reduced supply of housing could have several effects on the neighborhood housing market and the future distribution of area population. In economic terms, reduced supply with steady demand could result in higher rents which in turn, could be reflected in higher property values. Even if the demand remained constant, such increases in rent could reduce the supply of moderately-priced units available for those with marginal incomes and could reduce the ability of existing residents with marginal income to remain in the area. Individuals and families with fixed income, such as the elderly, would be especially affected as rents and property values increased. A constricted housing market in the medical-complex area could force students and others



#### IV. ENVIRONMENTAL IMPACTS

associated with the complex to seek housing in other sections of the city. The relocation of all residents of the 12 buildings could be disruptive to the lives of some tenants./1/ The extent of this impact would be dependent upon the period of time over which the buildings were vacated. The impact would be more severe if all residents were evicted at once, and less so if the buildings were vacated as each renting group chose to move. Under existing law, the tenants displaced by a demolition project of a private undertaking, i.e., not a governmental agency, receive no aid, financial or otherwise, in locating replacement housing.

The clientele of the ten on-site guesthouses could find overnight accommodations in either the new hotel facility or in the other guest houses which operate in the area. According to a listing of these guest houses published by the Housing Office at UCSF, guest houses presently operate at other locations in the area.

The proposed facility could absorb all of the expected demand by patients and visitors, if price were not a consideration./2/ It is possible that the project would absorb so much of the area's guest house business that some of the others in the area would cease operating, and revert to single-family dwellings or would serve as regular rental units--possibly with a reduced income to the property owners. The main deterrent to this would be the higher price of the proposed hotel accommodations. An overnight room in the proposed hotel would probably rent for about \$30,/2/ compared to the current guest house rates of at the site \$9 to \$14 per night./3/ As a consequence, a market for the area's lower-priced guesthouse accommodations would probably remain.

The provision of a single hotel would gather persons now spread over a larger area in smaller guest house facilities onto a single site, causing a less homogeneous population distribution in the area but also lessening interaction between residents and medical center users.



#### IV. ENVIRONMENTAL IMPACTS

##### FOOTNOTES - Population and Community Characteristics

/1/ It should be noted that all regular tenants on-site are on 30-day leases and were apprised of the applicant's plans before renting.

- /2/ 1976 dollars. Laventhol and Horwath, 1976. At a 6% annual inflation rate, 1980 guest room rates would be about \$40 per day; at 12.5%, about \$50 per day.
- /3/ 1976 dollars. It should be noted that the (lower) guest-house rates are possible because guests share the bathroom, and are supplied neither linen, laundry service, mail service, telephone service, nor parking spaces. They, also, would be expected to inflate by 1980.

#### I. VISUAL AND AESTHETIC IMPACTS

##### SCALE

Various views of the proposed structures are shown in the elevation drawing (Figure 10, Page 27), and in the perspective drawings following (Figures 20 and 21, Pages 87 & 89), all prepared by the project architect. By comparing these figures with the views of the site as it now exists (Figures 15, 16 and 17, Pages 55, 57 and 61, respectively), one can see that the vertical and horizontal scales of the proposed structures would be greater than that of the existing buildings.

With respect to vertical scale, the Carl St. frontage would consist of four living levels over two levels of parking, while the existing Carl St. frontage varies from two living levels to three living levels, both over one parking level. Similarly, the proposed Hillway Ave. frontage would be essentially four living levels over largely underground parking, compared with the existing two living levels over one parking level. The vertical scale along Hill Point Ave. would also be greater by about one level than the existing scale.

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There would be two breaks in the horizontal line of the proposed structures. The first one would be between the south-wing structure and the existing residence at 2 Hill Point Ave., which would remain. The second would be at the landscaped courtyard on the Hillway Ave. frontage. These breaks would not



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reduce the mass of the buildings to the scale of the present buildings. The mass of the building would be more in scale with that of the medical complex buildings than that of nearby residences.

The proposed setbacks of 19.5 ft. along Carl St. and of 25 ft. along Hill Point Ave. would visually open up and "widen" both those streets.

#### VIEWS

Views downslope from some of the offices in the lower levels of the Parnassus Heights Medical Building could be reduced by the south-wing elevator-stairwell penthouse of the project, which would rise to about 46 ft. above the Hill Point Ave. curbline and by the south-wing roof proper (peak at 38 ft. above Hill Point), which would compare with a height of about 25 ft. for the existing Hill Point residences to be removed. (Note that the penthouse would not be subject to Planning Code height limitations.) Between the proposed south wing and the remaining residence at No. 2 Hill Point Ave. the project would create a view corridor to the northwest where the residences at No. 1 and No. 7 Hill Point Ave. now stand, which might benefit the homes on the east side of Hill Point Ave. and pedestrians on that street.

#### LANDSCAPING

The project would include landscaping as shown in Figure 5, Page 17. The most-visible areas would be the south-wing roof, visible from the medical building; the Carl St. setback; the landscaped slope of Lot 45 (Figure 4, page 13); and the project's inner courtyard.





Note - From elevation of about 100 feet  
above grade, northwest of Carl/Hillway  
Intersection

FIGURE 20 AERIAL PERSPECTIVE







FIGURE 21 PERSPECTIVE FROM CARL STREET



#### IV. ENVIRONMENTAL IMPACTS

##### SHADOW IMPACTS

Shadow drawings, based on measurements with the project model by the project architect and drawn by him, are presented in Appendix F. The summer drawings, and the winter (noon) drawings, show essentially no project shadows beyond the adjacent streets and sidewalks.

The 8 a.m. and 4 p.m. winter-season drawings show the expected long shadows, drawn as if the shadow field were flat, that is, as if there were no buildings north of Carl St.

The drawings show that existing structures between Parnassus Ave. and Carl St. are the dominant causes of the shadow field. For example, at 8 a.m., less than 5% of the shadow from the proposed south wing would extend beyond existing shadows. The dominant effects are due to the Parnassus Heights Medical Building and the U.C. Clinics Building and Parking Structure. The single-family residences at the cul-de-sac end of Hill Point Ave. cast shadows almost as long as those of the proposed stairwell penthouse. Similarly, at 4 p.m. the existing shadows from the Parnassus Heights Medical Building and the U.C. Clinics Building extend beyond the projected shadow from the proposed structures, except for a strip, about 20 ft. wide, between the two existing shadows.

##### J. COMMUNITY SERVICES

Average daily uses and annual projected uses of community services by the proposed project (and average daily uses) are estimated, here, on the basis of the average projected overnight population. At the expected 73% occupancy rate, assuming that the average occupied guest room would be used by 1.5 guests and the average occupied attendant room by one attendant, the overnight population would be about 150.

#### IV. ENVIRONMENTAL IMPACTS

##### WATER AND SEWAGE

Water demand with the project is estimated at about 3.9 million gallons per year, assuming that each person would use about 63 gallons per day for domestic purposes/1/ and that about 2,500 gallons of water per day (during the 6 summer months only) would be used for the irrigation of the roughly 0.5 acre of landscaping. This would mean an increase with the project of about 140% over existing demand.

About 9,400 gallons per day (0.0094 million gallons per day) of sewage would be produced by the proposed project. Assuming none of the landscaping irrigation water were to run off, this figure would represent total dry-weather flow reaching the Richmond-Sunset Treatment Plant from the project site. The total dry-weather contribution of the project site to the load of the Richmond-Sunset treatment plant would be about 0.05%. The on-site dry-weather sewage production of the project would represent an increase of about 114% over present site sewage production. In wet weather, storm runoff from the site would be reduced from present levels because of the increased landscaped area which would be more absorptive.

##### SOLID WASTE

About 4,000 cu. yds. of demolition spoils would be removed during project construction. Although plans have not yet been made, it is likely that this would be transported to disposal sites in Colma.

The projected operational solid-waste production of the proposed project would be about 360 pounds per day, an increase of about 190 pounds per day. This would be an 112% increase in solid waste generation from the site. The projected load would amount to about 0.009% of the 2,000 tons per day that is normally taken to the Mountain View disposal site from San Francisco. San Francisco has a contract with the City of Mountain View for use of that site until November, 1983.



#### IV. ENVIRONMENTAL IMPACTS

##### POLICE/2/

The project would provide an excess of 44 parking spaces (on-street plus off-street) over the increased parking demand which would be created by the project. This might reduce illegal parking generated by the site, thus reducing police requirements for ticketing.

The rise in overnight population on-site, from 70 to 150 with the proposed project, could increase the incidence of police reports from about three to six per year, all social and cultural factors being equal. This could raise police-related costs of the site to about \$3,800, roughly a doubling./3/

##### FIRE

The project would result in the removal of a number of older frame structures, built with abutting walls, and the construction of a (sprinklered) concrete and steel structure. The potential for a structural fire would thus be reduced.

According to the San Francisco Fire Department, "The water supply for firefighting in the area is adequate." . . . "I (Chief Rose) do not anticipate any adverse effect on the Fire Department from a firefighting standpoint."/4/

##### FOOTNOTES - Community Services

/1/ This corresponds with the per capita rate for the site during 1975.

/2/ Estimates by the San Francisco Police Department (SFPD) were made on the basis of a larger project than is now proposed, at which time there were expected to be about 156 overnight guests, on the average, compared to the figure of 150 currently being estimated. SFPD estimates of impacts are therefore adjusted downward, where possible. Since SFPD drew no conclusions about impacts keyed to parking spaces and traffic generation, no adjustments are necessary in those areas.

#### IV. ENVIRONMENTAL IMPACTS

/3/ The applicant plans to use private security guards, as he does for the adjacent Parnassus Heights Medical Building. As a result, the above costs may be less than estimated, and security in the neighborhood may be improved.

/4/ Letter dated 10 March 1976 from Chief Robert E. Rose.

#### K. ARCHAEOLOGY AND HISTORY

There are no known archaeological or historic resources on or adjacent to the site. As the site has been developed for some time, redevelopment would have no indirect impacts of the kind which sometimes occur when development in open areas threatens nearby archaeological sites because of the new concentrations of people in the area.

#### L. ECONOMIC/FISCAL IMPACTS

The applicant retained a certified public accounting firm, specializing in hotel operations and forecasting, to study the market for the proposed project. The methods and conclusions of the resulting report/1/ are summarized below.

The analysts identified categories market segments among the total annual visitors to the UCSF the medical school campus and the Parnassus Heights Medical Building which could be expected to require lodging accommodations each year.

These segments were identified as follows:

#### IV. ENVIRONMENTAL IMPACTS

Health care users and related visitors market:

hospital inpatients,  
clinic outpatients,  
other health care users (private patients of U.C. staff physicians),  
and,  
family and friends.

Continuing education market (physicians taking short-courses)

Other market segments including

researchers,  
product representatives,  
visiting professors,  
visitors of students,  
visitors to local residents, and  
health and government officials.

The analysts then examined the categories to determine size and projected annual lodging-room-nights for each. They then estimated the percentage of each segment's likely demand for higher-priced accommodations such as those to be provided by the proposed project. The analysis included characteristics of each market segment, including origin of each potential visitor, and ability and willingness to pay for first-class accommodations.

- This market analysis concluded that an estimated annual demand for about 94,400 higher-priced room nights is generated by the medical complex, of which the proposed project could be expected to provide for about 37,800 room-nights, with an annual occupancy level of 73%. Many of the visitors now stay at other hotels and motels in, or near, San Francisco.

It should be noted that the above analysis was somewhat conservative, in marketing terms, since it ignored the demand which would be created by the

- proposed modernization of the University's Moffitt Hospital and the School of Dentistry, reimbursement for lodging by third parties (for examples, health insurance plans), and any demand created by other hospitals in the City.

#### IV. ENVIRONMENTAL IMPACTS

The final step in the analysis was calculation of the so-called break-even room rate./2/ This rate was found to be \$29.75 (1976 dollars), for each of the 142 rooms. The analysis indicated that if third party payors were to cover such lodging costs, the break-even rate might drop to \$25.00-\$26.00.

If occupancy were to stabilize at the expected 73%, the room rate would have to be set higher than the break-even figure, in order to provide a reasonable return on investment. If occupancy rates turned out to be higher than expected, a lower room rate might result./3/

The market study included a questionnaire which was sent to an unspecified number of medical centers throughout the United States, regarding their experience with medical lodging facilities. Of 82 respondents, about 20% had built or were constructing hotel-type facilities to service the medical-complex market; about 46% did not have these but would like to have such lodging facilities; about 20% neither had such facilities, nor indicated whether they would want them; and about 15% had no such facilities and no plans or need for them.

● If the proposed hotel were built and operated as expected, the economic impacts would be as follows. Construction jobs would be created during the period of site preparation and actual construction. About 35 permanent on-site jobs would be created by the hotel operation. Tax revenues would come from the property tax on the land and the improvements, and from the sales tax (hotel transient tax) on gross room rentals. Current land value is about \$800,000. If the market value of the improvements, for assessment purposes, were treated as the construction cost, now estimated at \$8,125,000, then the total market value would be from \$8.6 to \$8.9 million. The assessed value (25%) would be \$2.1 to \$2.3 million. At the 1978-79 composite tax rate of \$5.06 per \$100 of assessed value, property taxes would be about \$111,000 annually. For estimated annual room rentals of \$7,400,000 (73% occupancy, \$37.00 break-even room rate), the 8% hotel tax would provide revenues of about \$112,000 to the City and County. Thus the tax revenue to the City and County from these two major sources could be as high as about \$223,000. This does



#### IV. ENVIRONMENTAL IMPACTS

not include potential city revenues from the payroll/business tax, the utility tax of 5% on gas, telephone and water bills, and sales taxes on hotel revenues above and beyond room rentals (i.e. from hotel shops). If all such additional hotel revenues were taxable, they could add up to another \$40,000 to the total tax revenue to the City and County.

The applicant has estimated his property tax burden to the City and County as \$180,000;/4/ this figure was used in the break-even analysis of the market study (Laventhol and Horwath, 1976). The assumption was made in that analysis that the true market value of the proposed improvements would be something less than the actual development cost.

● The establishment of a single facility which can meet 40% of the demand for overnight accommodations could result in putting other, smaller, local guest houses out of business, and could cause loss of some business for downtown hotels.

#### FOOTNOTES - Economic/Fiscal

/1/ A copy of the Laventhol and Horwath report is available for public review at the Office of Environmental Review, Department of City Planning, 45 Hyde St., San Francisco.

● /2/ This involved the estimation of total operating costs (including normal operating expenses, debt service, property and other taxes, and insurance costs, the subtraction therefrom of the operating revenues from sources other than room rentals (i.e., hotel shops and food service) to give the portion of operating expenses that would have to be balanced by room rentals, and the calculation, at 73% occupancy, of the nightly room rate which would be required simply to cover net operating expenses. At a 6% annual inflation rate, 1980 guest room rates would be about \$40 per day; at 12.5%, about \$50 per day.

/3/ Or a lower room rate might produce a higher occupancy rate.

● /4/ 1976 dollars and tax rate.



#### IV. ENVIRONMENTAL IMPACTS

##### M. ENERGY/1/

###### GENERAL

The applicant's architect and engineer plan to design a heat recovery system using a water-to-air heat pump system. Excess heat from lights, people, and solar heat gain would be collected by a water circulation system and stored in a large-volume water tank for use during cooler periods of the day. Similarly, heat would be recovered from the exhaust air from toilet, kitchen, and garage areas. Exhaust air from the garage area would be blown through an evaporative cooling tower, eliminating the need for a separate fan and motor in the cooling tower. This heat pump system would take advantage of the daily temperature changes of San Francisco's climate. A rough estimate of 66% efficiency for these methods seems reasonable to the engineer. The basic design assumption is that the structure would meet applicable State Energy Commission standards for residential buildings.

###### ELECTRICAL

The connected kilowatt load would be 697 KW. This includes power for indoor and outdoor lighting, and for electric motors which operate kitchen equipment, elevators, fans, pumps, the heat pump unit, air control for the dining-room/kitchen, and the laundry.

Monthly total electrical consumption (in kilowatt hours) would be as follows:

Average KWH/month = 131,000.

Average KWH/sq. ft./month = 1.74, for interior floor space.

The predicted monthly variation is shown on Figure 22, Page 99.

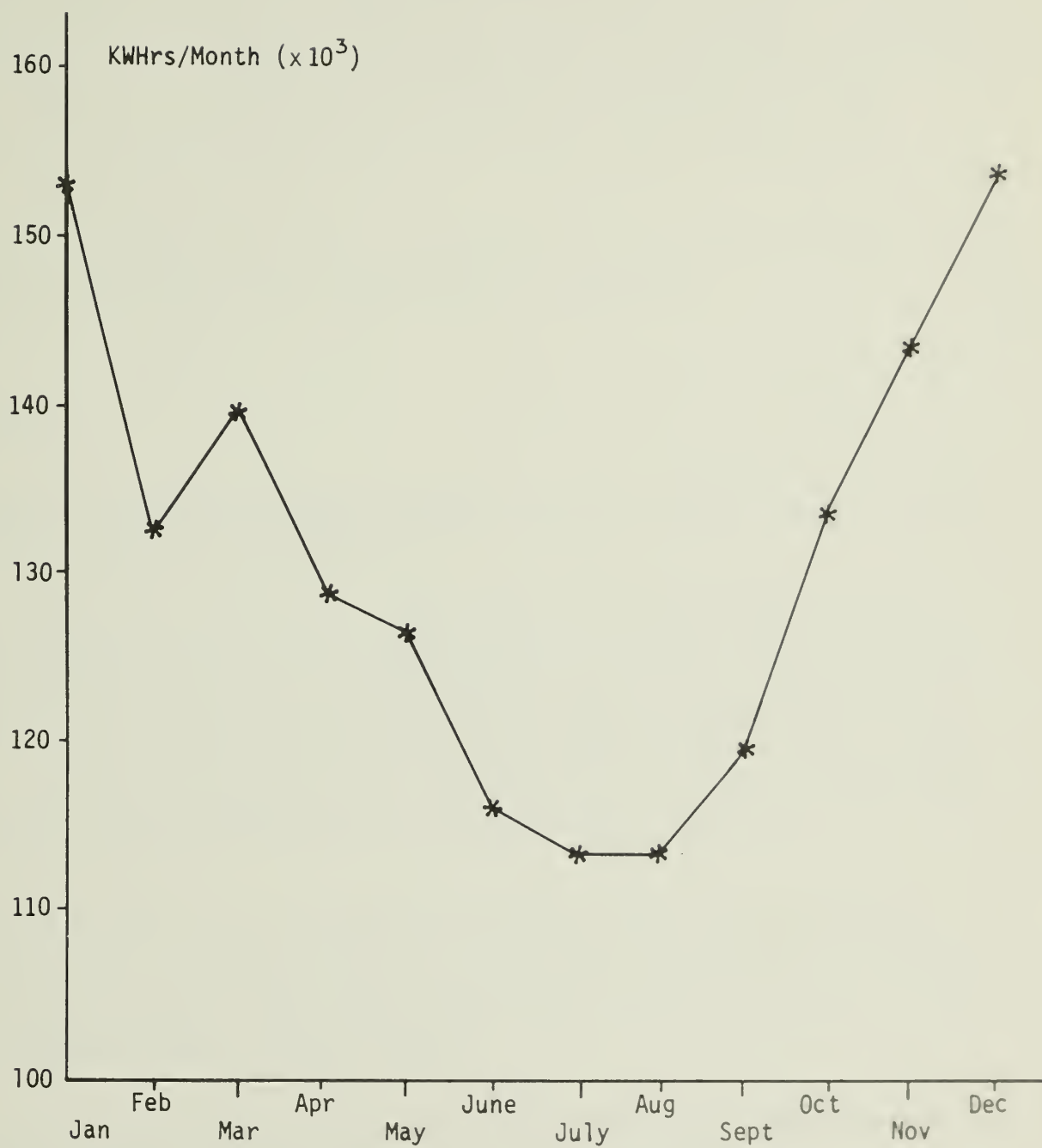


FIGURE 22 ESTIMATED MONTHLY CONSUMPTION  
ELECTRICITY



#### IV. ENVIRONMENTAL IMPACTS

Anticipated daily electrical load distribution per hour, (with seasonal variation) is shown on Figure 23, Page 103. Peak electric demand in the PG&E system occurs in the afternoons and evenings during July and August. The peak electric demand for the project would occur in the morning (about 8 a.m.), with a secondary peak in the afternoon and evening, during December and January.

Expected annual use would be about 1.57 million KWH. This represents an increase of about 1,970% over current on-site consumption.

#### FOSSIL FUEL

- The estimated average natural gas consumption per sq. ft. of proposed interior floor space would be 40.1 BTU per day.

The expected peak natural gas consumption would be 204,000 BTU/hour; which would be expected to occur at 7 p.m., in January./2/ This would coincide with the peak natural gas demand in the PG&E system, increasing peak demand on the system. An offset of the project peak from the PG&E peak would reduce project impact. Anticipated daily and annual load distribution curves for natural gas consumption are presented in Figures 24 and 25, Pages 105 and 107.

Expected total, annual use of natural gas would be about 1.11 billion BTU. This represents a reduction of about 64% from current on-site consumption, and it illustrates the fossil fuel conservation implications of insulation and the proposed heat pump water reservoir system.

The project proposes the use of aluminum for window frames. This material require more energy to fabricate than does wood or other metals.

#### IV. ENVIRONMENTAL IMPACTS

##### FOOTNOTES

/1/ Energy estimates were prepared by Dan Vandament Consulting Engineers, 527 Fairview Ave., Mill Valley, California. This report is available for public review at the Office of Environmental Review, Department of City Planning, 45 Hyde St., San Francisco. All assumptions are stated therein.

/2/ Strictly speaking, this is the net energy transfer peak for heating/cooling. Because of the proposed water reservoir system, peaks and valleys in make-up natural gas are smoothed out, so that the peak consumption would fall somewhere between this value and the annual average of 127,000 BTU/hour.

##### N. COMMUNITY ATTITUDES

There has been controversy, in the past, among those who live and work in the project area about the physical expansion of the UCSF medical complex and its effects upon the area. It has been asserted that expansion which involved acquisition of residential property resulted in the physical deterioration of the acquired property and discouraged neighboring property owners from maintaining their property. It was also asserted that the demand for housing, associated with an enlarged UCSF, contributed to speculation in real estate and the division of single-family into multiple-family units. In 1976, the UC Board of Regents approved a policy decision to sell some of its residential property then being used for offices and laboratories, and to refrain from buying, condemning, leasing or accepting as a gift, any residential property in an area bounded by Golden Gate Park, Oak St., Clayton St., Clarendon Ave. and Ninth Ave.

In 1965, the applicant constructed another building (the medical office building at 350 Parnassus) within the same block as the present project. This earlier project involved demolition of eight residential structures owned by the applicant.







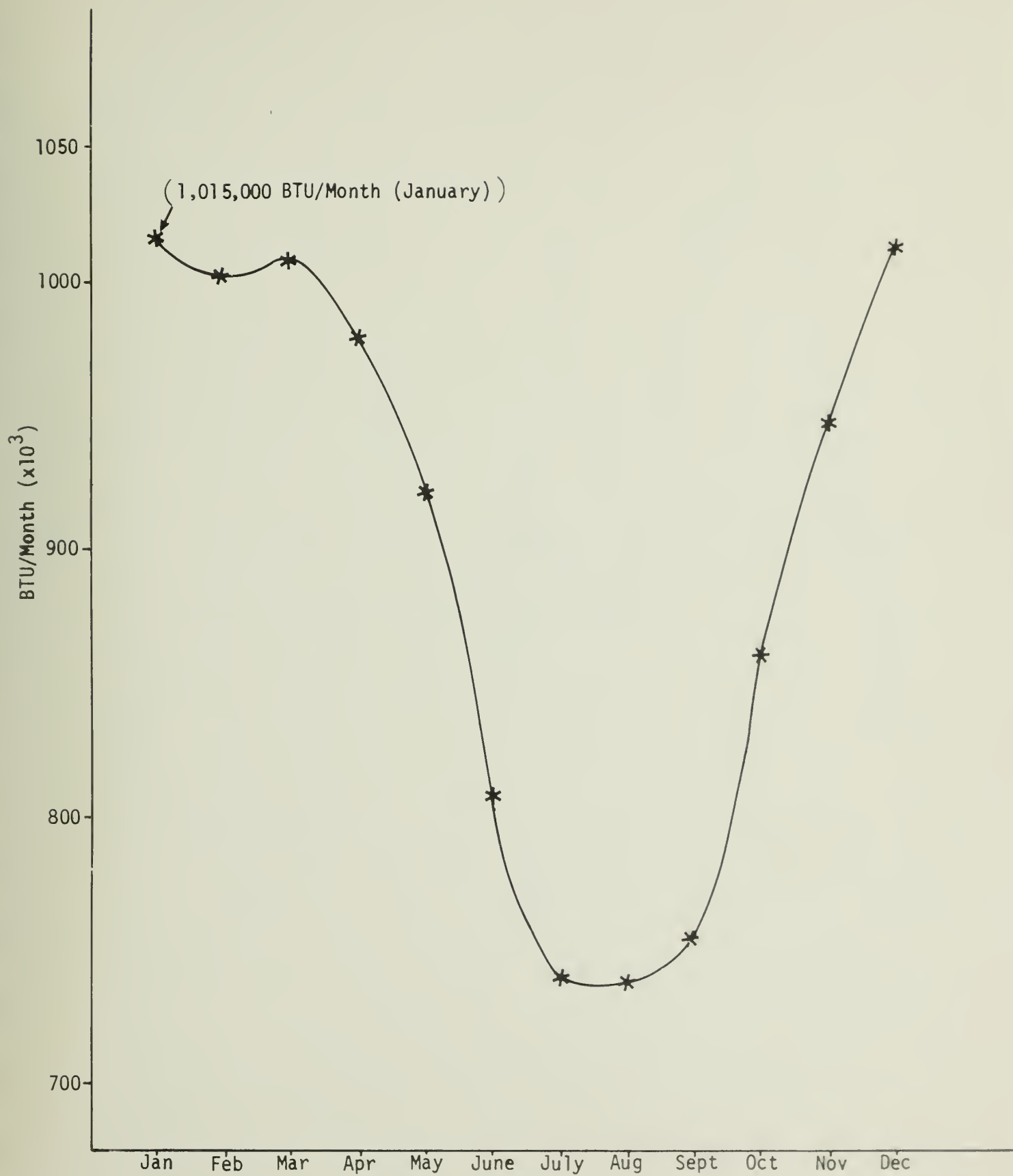


FIGURE 24 MONTHLY NATURAL GAS CONSUMPTION



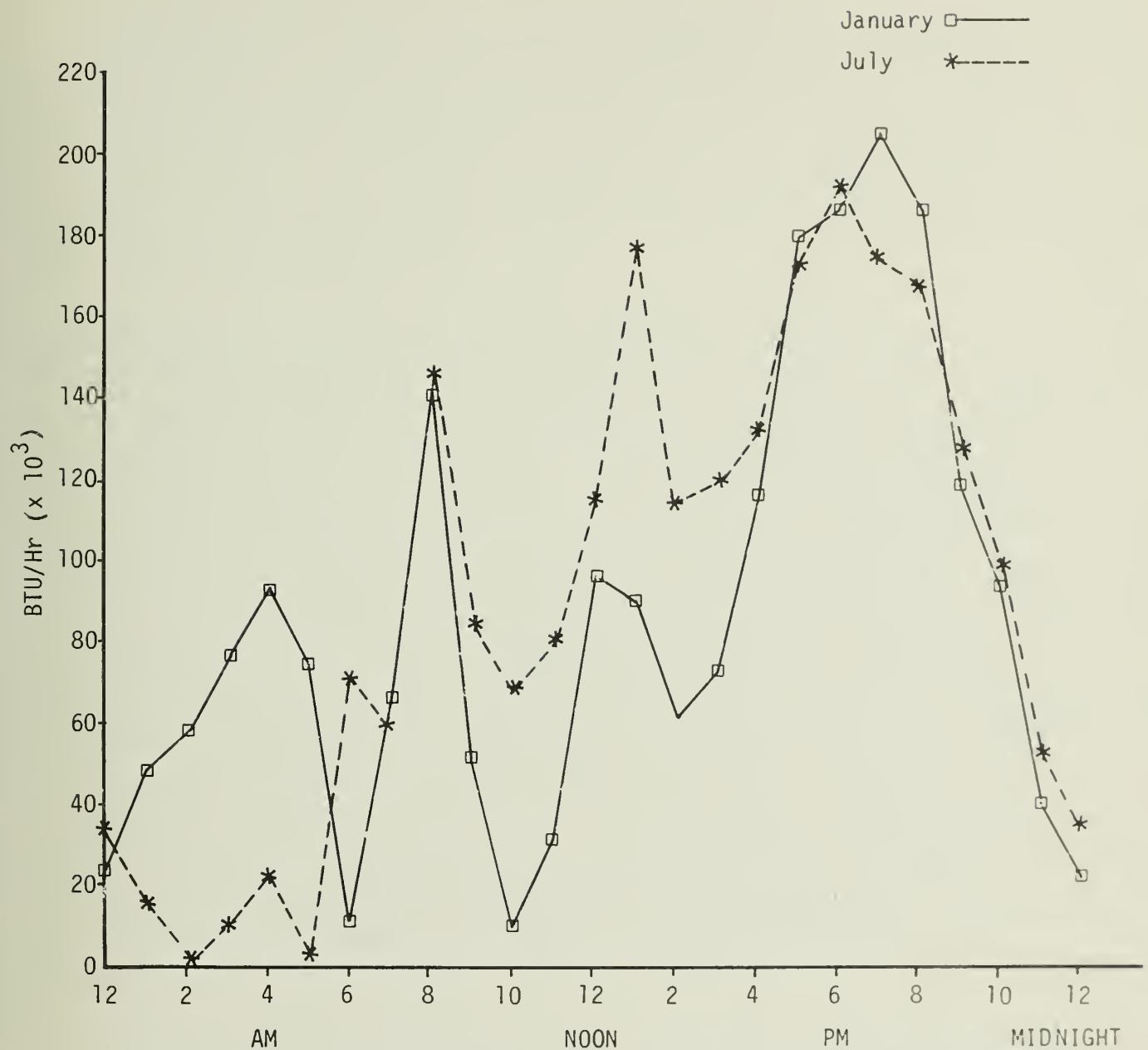


FIGURE 25 ESTIMATED HOURLY NATURAL GAS CONSUMPTION  
 HEATING/COOLING/HOT WATER





#### IV. ENVIRONMENTAL IMPACTS

On 9 January 1976, the UCSF Chancellor's Office issued a news release/1/, expressing concern that the public not confuse the proposed project with any plans of the University and emphasizing that this was not a UCSF project. The release indicated the hope that the type of services proposed as part of the project would someday be available near the University in a commercial, rather than a residential, area.

● Neighborhood Groups and Individuals. On 10 and 12 February 1976, the applicant met with various community groups and individuals in order to explain the project and respond to questions./2/ Representatives of the EIR consultant were present to observe the proceedings and identify community concerns. Community groups represented at the meetings included the Campus Planning Committee, the Inner Sunset Action Committee, and the Haight-Ashbury Neighborhood Council. The questions which were asked indicated concern that 1) the project might not be needed, and the medically oriented demand for the project might be so small that the project might have to rely upon other markets; 2) alternate locations for the project might not have been adequately explored; 3) the proposed use was commercial in nature and thus inappropriate for a residential area; 4) the project might have adverse effects on local traffic; 5) the proposed structures might adversely affect views in the area; and that 6) permanent residential uses would be lost because of the project. The Haight-Ashbury Neighborhood Council (HANC) voted disapproval of the project in 1976, and the HANC board passed a resolution in November 1978 to protest the DEIR for the project.

Visitors to the UCSF Medical Complex. The applicant has compiled letters from patients, doctors, unions and contractor groups, and a petition including about 2,000 signatures from individuals living both in and outside of San Francisco ./3/ Some of the letters detail individual difficulties experienced in finding suitable overnight lodging close to the UCSF medical complex. The petition and all of these letters support the applicant's objective of providing medically oriented hotel facilities in close proximity to the medical complex.

#### IV. ENVIRONMENTAL IMPACTS

Disclaimer. The above information is presented to acquaint the reader with the variety and nature of opinions which have been expressed by groups and individuals, about the project. This EIR does not advocate any of the opinions summarized above.

#### FOOTNOTES - Community Attitudes

/1/ This document is available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

/2/ The minutes of meetings which are the basis for this section are available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

/3/ These documents are available for public inspection at the Department of City Planning, 45 Hyde St., San Francisco.

## V. MITIGATION MEASURES

### V. MITIGATION MEASURES/1/

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#### A. LAND USE

- The project would limit vehicular access to one entrance on Carl St. and would connect to the medical complex by pedestrian access only.
- The project would expand the landscaped areas on-site, creating more visual open space than now exists.
- The project would comply with code restrictions for hotels in residential districts which prohibit direct exterior access to, or exterior identification of, shops and services available within.

#### B. TRAFFIC AND PARKING

- The project would provide vehicular access to the proposed parking and delivery area from Carl St. only, to minimize traffic on the side streets (Hill Point and Hillway Aves.) and on heavily-travelled Parnassus Avenue.
- The project would provide bicycle parking spaces, which might encourage employee use of bicycles, motor bikes, and motorcycles.

## V. MITIGATION MEASURES

- The project site is close to transit lines, and the applicant would recruit employees aggressively among San Francisco residents to reduce potential auto traffic.
- The project would remove curb cuts along three streets, providing a net increase of 16, on-street parking spaces.

### C. METEOROLOGY AND AIR QUALITY

- During project construction, the applicant would require his contractor to wet down the soil, as needed, before and during excavation and grading operations to reduce dust.

### D. NOISE

- On-site construction would be limited to weekdays between the hours of 7:30 a.m. - 5:00 p.m.
- The project design would restrict vehicular access to Carl Street, to minimize potential noise effects on other streets.
- The project would utilize concrete exterior walls and "Thermopane" double thickness windows, to shield guests from external noise.
- The applicant would select construction techniques, staging plans, and equipment designed to produce a minimum amount of noise. Measures would include: 1) drilling holes for excavation instead of driving piles; 2) use of mat foundations, instead of pile foundations; 3) no use of riveting in project construction; 4) barricading of the wall along Hill Point during construction; 5) restriction of 95% of truck traffic to Carl Street; and 6) utilization of precast concrete construction for the portion of building above ground level.



## V. MITIGATION MEASURES

- The applicant would require proper maintenance of equipment and associated mufflers.
- The applicant would require that noisy, stationary construction equipment, such as compressors, be kept away from the eastern and northern boundaries of the site, and/or would provide shielding for such equipment.
- The applicant would require strict adherence to the requirements of the City Noise Control Ordinance (No. 274-72).

## E. GEOLOGY, SOILS AND SEISMICITY

- The applicant would hire foundation engineers to perform an on-site geotechnical investigation which would discuss and, where appropriate, specify mitigation measures for potential hazards, such as settlement and excavation-induced sliding. Any measures so specified would be included in the design of the proposed structure.
- The applicant would hire a structural engineer to evaluate and specify appropriate mitigation measures for the non-structural earthquake hazards related to the proposed development.

## F. HYDROLOGY AND WATER QUALITY

- The project would slope all ground-level, landscaped areas to catch basins or area drains; these would be connected to the sewer system underground, preventing flow across the public right-of-way.
- The project would use low-flow toilets and shower heads to reduce water consumption and sewage volume.

## V. MITIGATION MEASURES

- The applicant would require maintenance of plaza and courtyard areas, to reduce accumulation of litter and debris which could be carried into street sewers.
- The City is implementing a Wastewater Management Master Plan which would reduce the frequency of wet-weather discharge of untreated stormwater/sewage into the ocean, and which would provide secondary-level treatment for dry-weather sewage flows.

## G. ECOLOGICAL RESOURCES

- Native vegetation would be used, as much as possible, in landscaping to increase the site's habitat value for native birds, and to decrease the use of water for irrigation. Landscaping plans would be reviewed and approved by the Department of City Planning.

## H. POPULATION AND COMMUNITY CHARACTERISTICS

- The applicant would provide moving expenses, up to \$200.00, for tenants that have resided in his buildings for more than one year.

## I. VISUAL AND AESTHETIC

- The project would open a view corridor to the northwest from Hill Point Avenue.
- The proposed setbacks along Carl St. and Hill Point Avenue would visually open up and "widen" both streets.
- The proposed landscaping, including rooftop landscaping, would be visible from off-site.

## V. MITIGATION MEASURES

### J. COMMUNITY SERVICES

#### Fire

- The project would replace the present abutting frame structures on-site with a concrete and steel building, reducing the potential for structural fires.

### K. ARCHAEOLOGY AND HISTORY

- The applicant would require the grading contractor to halt work if archaeological resources were encountered during excavation, and an archaeologist would be retained to ascertain the significance of the find and to recommend the appropriate measures.

### L. ENERGY

- The project would conform to the requirements of the State Energy Commission (Energy Resources Conservation and Development Commission) for new residential buildings, which specify insulation standards for floors, walls and ceilings and limit the infiltration of outside air. These measures are designed to reduce energy requirements for heating and cooling.
- The project would have a heating/cooling system with an overall efficiency of about 66%, due to inclusion of waste-heat recovery and storage systems in the design.
- The project would have reduced peak requirements for natural gas due to the inclusion of a large-volume water tank for waste-heat storage.

## V. MITIGATION MEASURES

- The applicant could further reduce the project fossil fuel consumption by incorporation of a solar collection system into the design of the heating-cooling and domestic hot water systems and/or to provide the heat needed for the swimming pool. Solar equipment is not included in project design and project sponsor is not willing to do so.

### FOOTNOTE - Mitigation Measures

/1/ Not all the impact categories require mitigation. For example, there is no mitigation section for "Economic/Fiscal Impacts".

## VI. ADVERSE ENVIRONMENTAL IMPACTS

### VI. ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROJECT IS IMPLEMENTED

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#### A. LAND USE

● The proposed project would introduce a massive hotel to a block which now contains smaller-scale buildings and some private residential uses. On a larger scale, the project would appear to the viewer to extend the existing medical-complex about 200 feet into a residential neighborhood. The proposed project would be a lodging facility and would not provide medical services.

#### B. TRAFFIC AND CONSTRUCTION

While construction traffic would not qualitatively change traffic flows in the area, the extra truck traffic would be noticeable.

#### C. METEOROLOGY AND AIR QUALITY

The Hill Point Avenue cul-de-sac, now partially protected from prevailing westerly winds by the wall formed by attached residences on the west side of the street, would be opened to those winds, which would be channeled through the corridor created by the proposed construction.



## VI. ADVERSE ENVIRONMENTAL EFFECTS

During project construction, increased concentrations of suspended particulates (dust) would occur downwind of the site. This would be particularly noticeable during demolition (about two weeks).

### D. NOISE

- Construction-generated noise would increase ambient daytime levels for nearby residences and medical facilities, for much of the construction period. Nighttime noise could be increased, to the extent that conventional tourists were attracted to the proposed hotel.

### E. GEOLOGY, SOILS AND SEISMICITY

While most potential structural failures during earthquakes can be design averted, a certain amount of non-structural damage, with possible injury to building occupants, would be inevitable in a major quake.

### F. HYDROLOGY AND WATER QUALITY

The project would add some sewage effluent to the load of the Richmond-Sunset Water Pollution Control Plant. The traffic generated by the project would add to the street load of grease, oil and other debris, contributing to the sewage-treatment load in wet weather, and adding to the pollutants discharged untreated to the ocean during storms.

### G. ECOLOGICAL RESOURCES

Most of the existing vegetation on-site would be destroyed during construction. Regrowth and the return of the displaced limited urban wildlife would be a slow process.

## VI. ADVERSE ENVIRONMENTAL EFFECTS

### H. POPULATION AND COMMUNITY CHARACTERISTICS

Demolition of the residential units currently on-site would reduce the supply of housing for the neighborhood, forcing residents who are students or employees of the medical complex to compete for the remaining housing in the area or to move away. This reduction in housing could also result in a possible increase in rents in the remaining housing. Reduction of the present guesthouse supply and its replacement by more expensive accommodations would reduce the availability of lower-priced overnight accommodations in the area.

### I. VISUAL AND AESTHETIC

The proposed project would increase the building mass on the site. The primary adverse visual impact would be the increase in vertical scale at the northern portion of the block.

### J. COMMUNITY SERVICES

Demands for community services for the project site would more than double with project implementation.

### K. ECONOMIC IMPACTS

Increased room rates would have the greatest effect on the lowest income users of this type of facility. Provisions for 40% of demand in a single facility could decrease patronage of other, smaller facilities, some of which might no longer be economically viable.

## VI. ADVERSE ENVIRONMENTAL EFFECTS

### L. ENERGY

Consumption of electricity on-site would increase by about 1,970 percent, to about 1.57 million kilowatt hours per year. (Consumption of natural gas would drop by about 64%, to about 1.11 billion British Thermal Units (11,000 therms) per year.)

## VII. ALTERNATIVES

### VII. ALTERNATIVES

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#### A. NO-PROJECT ALTERNATIVE

If the proposed hotel were not built, and current residences and guesthouses were to remain on the site, none of the impacts associated with the proposed demolition of housing or an approximate doubling of the overnight population of the site would occur. The demand for public utilities and community services would be unchanged and the traffic and parking conditions would remain as they are. The applicant's profit on investment would continue at present levels, and he would lose the opportunity to realize the potential profits of the larger proposed operation, as well as his total planning and design expenses to date. With this alternative, the project objectives to provide medically oriented hotel facilities close to the U.C. Medical Center, would not be achieved. Future options for the site would be preserved.

#### B. DEVELOPMENT OF THE PROJECT ON ANOTHER SITE

If the project were to be constructed at another location, it would have to conform with the then current general plan and zoning restrictions at that location. All undeveloped land near the U.C. Medical Center has been committed for open space use, (including the San Francisco Water Department

## VII. ALTERNATIVES

land between Seventh and Locksley Avenues). Therefore, an alternative site would have a pre-existing use of some kind which would be eliminated or displaced. The demand for public utilities and community services would be about the same regardless of the location.

Siting of the project in a commercially zoned district would eliminate most of the noise, traffic, parking, visual and land-use impacts on residential uses. Such a location would eliminate expansion of the UCSF medical complex and would be less likely to result in replacement of residential scale buildings. It would be more likely to be in scale with other commercial buildings. Zoning conformity would be more probable. The greater the distance between the alternate site and the Medical Center, the less likely that pedestrian/wheelchair access between the two would be possible and the less likely that the facility would reduce traffic problems on Parnassus Ave. near the Medical Center (unless a shuttle service were established).

### C. OTHER USES ON-SITE

Residential uses are permitted by the site's proposed RH-2 zoning which is meant primarily for two-family dwelling units. This would mean that the site could be developed with 13 such structures, housing 26 families. This would result in a resident population about the same in size as the present overnight population at this site. Tenants would be more likely to be permanent area residents, not necessarily connected with UCSF. The RH-2 zoning also permits guesthouses or hotels with no more than 5 rooms as a Conditional Use. The site could accommodate a maximum of 65 rooms under such Conditional Use Permits. Assuming a 75% occupancy rate, the resulting population of about 50 would be less than the present overnight population of about 70 persons. Patrons would be transient residents and would probably be associated with UCSF.



## VII. ALTERNATIVES

As RH-2 zoning would permit only about a 25% increase in rooms, in separate structures, it is less likely that the entire site would be developed at the same time. Lot by lot decisions as to viability of current structures would result in spreading out any new construction over a period of years. This would result in smaller construction impacts at any given time and would allow any changes in area characteristics to occur more gradually. Code limitation of the number of rooms per building would tend to maintain the existing scale of development and would not permit a building with the bulk of the proposed project.

If the site were to be developed to the original R-3 zoning permitted density of 1 dwelling per 800 sq. ft., 47 units could be built on the 37,000 sq. ft. site. At the 1970 census rate of approximately 2 persons per apartment in census tract 301, which includes the project site, about 100 residents would be expected. Impacts would be proportional to the number of residents.



VIII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S  
ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF  
LONG-TERM PRODUCTIVITY

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The project would replace a current use on a fully developed site with another use at a higher density. The project sponsor regards the proposed change in use as a response to what he perceives to be present demand which justifies a change in use at this time. Alternately, it may be considered appropriate to delay such a change in the use of the site until after the City has taken final action on the residential rezoning which affects the proposed project site.



## IX. IRREVERSIBLE CHANGES

### IX. IRREVERSIBLE CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

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If the project were implemented, reversion to present site use would be unlikely, as use of the site would be more intensive than it is now. The project would further extend medical center uses into the residential area north of the UCSF campus.

Non-renewable energy and material resources would be expended during construction and during the subsequent use of the site. If the proposed hotel were built at some other site, similar resources expenditure would occur there.





X. GROWTH-INDUCING IMPACTS

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- The proposed project would create about 40-45 jobs on-site. The hotel employees would be expected, in turn, to generate further employment, especially in the service sector, as a result of their own spending. The "multiplier" effect is usually considered to be a regional effect, but in this case may be confined to the City of San Francisco. It could result in a total of about 100-115 jobs. The total impact of this employment growth would depend on the number of employees arriving from outside the area, as opposed to those from the local pool of unemployed workers. The applicant has stated that he intends to recruit aggressively within San Francisco, and since the City has been declining in population, it may be that this "growth" would be experienced as a reduction in the population decline.
- Should the hotel be used by persons who would not have otherwise come into the neighborhood (for example, those staying in the hotel while enjoying activities at the deYoung Museum in Golden Gate Park), those persons would add trips to local traffic and riders to local transit lines.



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### XI. AUTHORS, CONSULTANTS AND INFORMATION SOURCES

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APPENDIX A

MEDICALLY ORIENTED LODGING FACILITY

● Deleted as per Comment and Response No. 19.



### SETTING

#### CLIMATE

The Parnassus Heights area experiences the breezy climate common to locations near the Golden Gate. In San Francisco, the highest mean daily wind speeds of the year occur during the dry season, with 24-hour averages exceeding ten miles per hour (10 mph) from May through August (Table B-1). Diurnal fluctuations (changes during the course of a given day) are maximal in July, minimal in January.

Table B-1 shows that, on occasion, observed wind speeds, averaged for one-minute periods, can reach strengths higher than those indicated by daily or hourly averages. Gust information, if it were available for the area, would probably show higher peak wind values for each month.

The fronts of the residences and apartment buildings along Carl Street and Hillway Avenue, especially along the former, receive the full force of the westerly winds, channeled through the street "canyons". Residences along the east side of Hill Point Avenue are somewhat protected, because of the wall of attached houses at the head of the cul-de-sac and along the west side of the street. Some of the rear garden areas are protected by the residences and apartments to their west and north.

#### AIR QUALITY

The project area experiences good air quality relative to the rest of the Bay Area, because of the almost continuous flow of relatively clean marine air through the Golden Gate and adjacent San Francisco lowlands. The nearest air-pollution monitoring station is maintained by the Bay Area Air Pollution Control District (Ellis Street west of Van Ness Avenue), about 2.5 miles northeast of the project site. Data for 1976 indicate that the automobile-related pollutants which exceeded state or national standards in San Francisco were oxidants/<sup>1/</sup> and carbon monoxide/<sup>2/</sup> (see Table B-2). Data for San Jose, which receives pollutants from developed areas to its north and west, and therefore experiences generally poor air quality relative to San Francisco, have been included for comparison.

The region in the vicinity of the project site consists mostly of residential and institutional (non-industrial) uses. Sources of auto-related pollutants are discussed in the Traffic and Parking section. As the traffic in the vicinity of the project site is not as heavy as the traffic surrounding the BAAPCD monitoring station,<sup>3/</sup> it is expected that the carbon monoxide level at the site is lower than the BAAPCD levels shown in Table B-2, other factors being equal.

TABLE B-1

## MONTHLY WIND CHARACTERISTICS\*

Month	Mean Speed (mph)	Prevailing Direction**	Fastest One Minute Average Speed (mph) / Direction**
January	6.7	North	47 Southeast
February	7.5	West	47 Southwest
March	8.5	West	44 South
April	9.5	West	38 West
May	10.4	West	38 West
June	10.9	West	40 West
July	11.2	West	38 West
August	10.5	West	34 West
September	9.1	West	32 West
October	7.6	West	43 Southeast
November	6.3	West	41 South
December	6.5	North	45 Southeast

\*Wind instrumentation located at the Federal Office Building, about 2.5 miles northeast of the site.

\*\*Wind is coming from the direction indicated.

SOURCE: U.S. Department of Commerce, 1974 (see bibliography).



TABLE B-2

## AIR POLLUTANT SUMMARY: 1976

	Oxidant Maximum	Number of Days		Carbon Monoxide Maximum	Number of Days		Nitrogen Dioxide Maximum	Number of Days State Nitrogen Dioxide 1-hour Standard (0.25 ppm) Exceeded
		National	1-hour		National	8-hour		
		Standard (0.08 ppm) Exceeded			Standard (9 ppm) Exceeded			
San Francisco	0.13	2		11.0	4		0.25	1
San Jose	0.17	32		20.2	61		0.28	3

## NOTE:

For oxidant, "maximum" is the highest hourly average value expressed in parts per million.

For carbon monoxide, "maximum" is the highest eight-hour average value in parts per million.

(The one-hour standard for CO--35 parts per million--was not exceeded during the year.)

For nitrogen dioxide, "maximum" is the highest hourly average value expressed in parts per million.

SOURCE: BAAPCD, 1977 (see bibliography).

Worst-case curblane levels of carbon monoxide were calculated with the methods of BAAPCD (1975b). /4/ Carl Street, with average daily traffic of 4,200, would exhibit a worst-case peak-hour level of 0.8 parts per million (ppm) (the one-hour standard is 35 ppm), and a worst-case 8-hour level of 0.3 ppm (the 8-hour standard is 9 ppm). Parnassus Avenue, with average daily traffic of about 13,600 would correspondingly show 4.2 ppm (worst-case peak-hour) and 1.3 ppm (worst-case eight hours).

The calculated Carl Street levels are less than four percent of the regulatory standards, the Parnassus Avenue levels less than 15 percent of the standards. The Carl Street worst-case 8-hour level is about three percent of the 1976 8-hour maximum at the BAAPCD station; the corresponding figure for Parnassus Avenue is about 12 percent.

All existing residential and hospital uses in the vicinity, as well as the proposed project, would be considered sensitive receptors with respect to air pollutants, particularly carbon monoxide.

## IMPACTS

### CLIMATE

The major climatic impact of the project would result from the opening up of a corridor between the proposed south wing and the remaining residence at No. 2 Hill Point Avenue (where the residences at No. 1 and No. 7 Hill Point Avenue now stand). The Hill Point Avenue cul-de-sac, now partially protected from the prevailing westerly winds by the wall of attached residences on the west side of the street, would be open to those winds channeled through the corridor.

### AIR QUALITY

Construction Emissions. During periods of construction, increased concentrations of suspended particulates (dusts) would occur downwind of the project site. The important periods would be during demolition (about two weeks) and excavation and grading (about 12 weeks), although dust emission would continue as long as construction operations were taking place on exposed soil. The problem would be greatest during the summer, where winds are highest and soil moisture is low.

Construction traffic would be expected to change curbside carbon monoxide levels by less than three percent, for the following reasons: the maximum number of construction trip ends per day (120), which would occur for the 12 weeks of excavation, represents fewer than three percent of the daily trip ends (4200) on Carl Street. Heavy-duty Diesel trucks emit, in transit, somewhat less carbon monoxide (per mile) than the average automobile, and, during idling, about one-tenth of the carbon monoxide (per minute) of the average automobile.

Since the existing curbside levels along Carl Street are less than four percent of the regulatory standards (not to be exceeded), construction traffic would change curbside levels by less than 0.12 percent of the standards, and therefore would not be expected to raise the number of carbon monoxide standards violations in the Parnassus Heights area, if indeed any occur now.

Project Traffic Emissions. The project would increase the traffic on Carl Street by 275 trip ends per day./5/ This represents a 6.5 percent increase in the existing 4,200 trip ends on that street. Therefore, project traffic would raise curbside levels on Carl Street by less than 6.5 percent; this would be an additional 0.05 ppm in the worst-case peak-hour level, and an additional 0.02 ppm in the worst-case 8-hour level. Carbon monoxide levels are usually reported to the nearest ppm or 0.1 ppm. Thus, the calculated changes are in a sense below the reportable level of accuracy. As the existing curbside levels along Carl Street are less than four percent of the standards, project traffic would increase curbside levels by about 0.26 percent of the standard levels, and therefore would not be expected to raise the number of carbon monoxide standard violations in the Parnassus Heights area, if indeed any occur now.

#### FOOTNOTES - Appendix B

/1/ CO (carbon monoxide): A clear, odorless gas which in high concentrations can cause dizziness, unconsciousness, and even death. The major source of carbon monoxide is the automobile. High concentrations of carbon monoxide are mainly a local problem, occurring near areas of heavy auto traffic when ventilation is poor.

/2/ Photochemical oxidant: Formed in a complicated series of chemical reactions between nitrogen dioxide and organic compounds, under the influence of the ultraviolet energy in sunshine. Production of oxidant is promoted on warm, sunny days when ventilation is low.

/3/ For example, approximately 13,600 vehicles per day pass the medical complex on Parnassus Avenue, while 62,000 vehicles per day pass the monitoring station on Van Ness Avenue (data from Traffic Engineering Department, City of San Francisco).

/4/ These take into account pollutants from traffic on the indicated street (the major contributor), but not from traffic on other streets. Thus, true background levels are higher than the levels calculated here, perhaps by a factor of two or more. "Worst-case" refers to the pollutant-dispersing characteristics of the local air structure and to the wind direction.

/5/ It would reduce existing traffic levels on Hillway Avenue, Hill Point Avenue (and Parnassus Avenue), as demonstrated in the Traffic and Parking Impacts section.





## GEOLOGY, SOILS AND SEISMICITY

### SETTING

#### Topography

The site lies on the western flank of a northward trending ridge off Mt. Sutro. It consists of a series of man-made terraces, separated in places by over-10-foot-high foundation walls cut into the original slope.

The site elevation is just over 380 ft. at the highest (southeasternmost) point along Hill Point Ave.; it drops to 315 ft. at the site's northwest corner (the corner of Hillway Ave. and Carl St.).

Ground slopes range from less than five percent, on the terraces themselves, to just over 100% (1:1 slope), in the steepest areas (behind the building at One Hill Point Ave. and in parts of the 415 Carl St. complex).

#### Foundation Materials

On the basis of maps (Schlocker, et al., 1958; Schlocker, 1974), borings on the adjacent property to the south (Dames and Moore, 1965) and other geologic information (UCSF, October 1975), the bedrock appears to consist primarily of the Franciscan Formation./1/

On the basis of extant data (Schlocker, et al., 1958; Schlocker, 1961; Schlocker, 1974) the bedrock materials appear to be overlain by from under two ft. to 50 to 60 ft. of unconsolidated (loosely packed and/or non-cemented) material. Such materials would be thinnest along the site's eastern boundary and thickest in the vicinity of the intersection of Carl St. and Hillway Ave. The bulk of this material is probably made up of loose-to-compact, well-sorted, clay-free, fine-to-medium-grained sands./2/ Beneath at least portions of the site a layer of stiff clay may be found between the sand deposits and the bedrock materials.

#### Geomorphic Processes/3/

Although the surface deposits on-site are potentially susceptible to wind and water erosion (Schlocker, 1974), intense erosion does not appear to be taking place on the sloping open portions of the site at the present time; this appears to result from the stabilizing effect of the dense plant cover in the backyards.



At other locations on the slopes of Mt. Sutro, the types of surf deposits present on the site are unstable and free running, particularly on slopes greater than 30% (Schlocker, 1974). No landslides have been noted on or in the immediate vicinity of the project site (Blume, 1974; Taylor & Brabb, 1972; Wright & Nilsen, 1974). The site lies in what is characterized as an "area of potential landslide hazard" (Blume, 1974, Figure 4).

### Faults and Seismicity

No presently recognized faults cross or can be reasonably projected into the project site (Schlocker, et al., 1958; Bonilla, 1971; Jennings & Burnett, 1961). The recognized active fault closest to the site is the San Andreas Fault, which lies approximately five miles to the southwest (Brown, 1970; Jennings, 1973). Besides this fault there are several others in the San Francisco Bay Region which may cause damaging levels of ground shaking in the project area. These include the San Gregorio, Hayward, Calaveras, and Concord Faults./4/

Historically, the project site lies in a seismically active area. During the 160-year period from 1810 to 1969, at least four earthquakes (i.e., those of 1836, 1838, 1868, and 1906) shook this region hard enough to (potentially) destroy or severely damage most masonry structures and some well-constructed wooden ones./5/ Wooden structures are less subject to damage than masonry structures because they are more flexible and can bend further without breaking.

## GEOLOGIC/SEISMIC IMPACTS

### Foundation Hazards

The only potential foundation hazard apparently faced on this piece of property is settlement. Although the surface deposits likely to be present beneath the site are not very compressible,/6/ settlement may still be experienced due to the high loads imposed by some of the proposed foundation systems. Since the thickness and composition of the subsurface materials, the loads applied, and the depth of excavation required all could vary considerably across the subsoil beneath the proposed structure, differential settlement may also develop./7/ Such settlements might not only produce cracking of sub-basement floors but might adversely affect the response of the proposed building to a future seismic event by their pre-stressing of the structure.

### Geomorphic Impacts

Intensified Erosion. If site clearing and excavation work were to be done during the winter months, intense erosion by rain could occur. Gullying of bare slopes might develop. The amount of sediment delivered by the site to the street and storm drainage system could increase by as much as 85 times (Knott, 1973). Erosion at a slightly lower rate could occur if site clearing and excavation were performed during the dry season and a winter intervened before final construction and landscaping.

Induced Slope Failures. Excavation for the sub-surface levels of the proposed structure might induce slope failures./8/ Such failures, if induced, could conceivably damage Hillway Ave. and the foundations of the structures bordering the higher portions of the site on the south and east.

### Seismic Hazards

During the life of the planned structures, at least one major earthquake (7+ on the Richter scale/9/) and probably several moderate earthquakes (5 to 7 on this same scale) can be expected to occur within the San Francisco Bay Region/10/. The intensity of the ground motion produced by such shaking will be weak on the project site in comparison with that experienced in the filled portions of the city but will be somewhat stronger than that felt in the areas on Mt. Sutro, to the south, where the bedrock is at the ground surface (Blume, 1974).

The specific hazards faced in the project area due to seismic events are ground motion and ground failure.

Ground Motion. During the major earthquake mentioned above, the strong ground motion induced may produce a considerable amount of non-structural damage. Such damage may include broken windows, fallen light fixtures and decorative work, partially collapsed stairwells, jammed elevators, overturned water heaters, etc. This kind of damage may prove quite expensive to repair. Moreover, in some instances it may pose a threat to life. Structural damage of any consequence would not be anticipated so long as the proposed structures are designed to reflect the present understanding of the forces generated by a major earthquake and carefully constructed on the basis of that understanding.

Ground Failure. The other hazard faced is ground failure. Two major types could conceivably be experienced. The first is sliding; this could be of either the lateral spreading/11/ or the flowage/12/ form. Such sliding would result from liquefaction/13/ of the sands beneath the site. Such liquefaction, however, can occur only if these sands lie beneath the water table. Little is known at present regarding the level of the water table in the project area itself. However, it appears that at sites immediately to the south and west the water table does lie within these materials (UCSF, October 1975a). If sliding of the above-specified types were to occur, it could severely damage the proposed structures.

The other kind of ground failure that may be experienced is rapid settlement. This would produce damage similar to that produced by normal settlement (see Foundation Hazards sub-section above).

### FOOTNOTES - Appendix C

/1/ Franciscan rocks are typical of the northern California Coastal Ranges and underlie the hills of San Francisco. They consist of a mixture of dark colored muddy sediments, red, green and brown cherts and lava flows of black basalt, all materials laid down on the floor of the Pacific Ocean about 100 million years ago. Cherts are rocks formed by deposits of silica containing

microorganisms, which are transformed into hard, waxy or porcelain-like rocks. See Roadside Geology of Northern California, David D. Alt and Donald H. Hyndman, Mountain Press Publishing Company, Missoula, Montana, 1975. Also known as Franciscan Formation or Franciscan Assemblage.

/2/ The inferences presented in this and the following sentence are based on Moore & Taber (1965) and UCSF (October, 1975a). All inferences in this sub-section are subject to confirmation by foundation studies required for the proposed structures.

/3/ Processes having to do with the shape and structure of the land.

/4/ This conclusion is based on the maximum credible earthquakes expected on these faults (Woodward-Clyde Consultants, 1975; Greene, et al., 1973) and the shaking-attenuation data (weakening of shaking effects at increasing distances from the fault) presented in Page, et al. (1972).

/5/ This conclusion is based on the estimated magnitudes of these earthquakes and the earthquake-shaking-attenuation data presented in Page, et al. (1972).

/6/ Confirmation depends on foundation studies to be done before final design and site preparation.

/7/ The inferences in this paragraph were made on the basis of the foundation study for the adjacent Parnassus Heights Medical building (Moore & Taber, 1965).

/8/ This conclusion is based on data presented in Schlocker (1974).

/9/ Richter scale: a logarithmic scale developed by Charles Richter to measure earthquake magnitude by the energy released, as opposed to earthquake intensity as determined by effects on people, structures and earth materials.

/10/ This conclusion is based on the earthquake recurrence data presented in Rice & Strand (1971), Steinbrugge (1967), Tudor (1973), and Woodward-Clyde Consultants (1975).

/11/ Lateral spreading: side-to-side spreading (cracking) of the ground surface, with resulting damage to structures and pipelines.

/12/ Flowage: on moderately to steeply sloping terrain, the downslope flow of surface soils (sands), usually until the slope flattens.

/13/ Liquefaction: Earthquake-induced transformation of a stable granular material, such as sand, into a fluidlike state, similar to quicksand.



## HYDROLOGY AND WATER QUALITY

### SETTING

It is estimated that slightly more than 56% of incident precipitation runs off the site at present./1/ It is gathered into the City's storm-drain/sewer system and conveyed to the Richmond-Sunset Treatment plant./2/ The drainage system has a capacity adequate to convey the runoff from a five-year storm (a storm of intensity such that its probability of occurrence is one in five (20%) in any given year). When storms greater than this occur or when the combined sewage and storm runoff exceeds the five-year runoff rate, excess water flows in city streets. The current landscaping and design of the site permits runoff to cross sidewalks during normal wet weather.

The Richmond-Sunset Treatment plant has a design capacity of 22.5 mgd (million gallons per day). During dry weather it operated at about 86% of capacity. During wet weather, inflow exceeds this capacity and excess volume is discharged untreated to the Pacific Ocean. This occurs an average of 2.4 percent of the time during a year of average rainfall.

Runoff water from the site and its surroundings is contaminated with litter, road oil and other debris from city streets and driveways. Additionally, storm water is mixed with sewage in the combined drainage system; this degrades water quality further.

### IMPACTS

Runoff from the proposed project is estimated to be slightly more than about 50% of incident precipitation/3/. This is a reduction of about 11%. This change would reduce the overall excess flow problems at the sewage treatment plant during wet weather (by less than 0.01%).

The additional 210 trip ends per day produced by the project (Traffic Impact section) would add unpredictable amounts of contaminants to City streets, further degrading runoff water quality/4/. The project would provide 59 additional covered parking spaces/5/. The road oils which accumulate in a covered space would not necessarily end up in storm water runoff waters; this could have the effect of reducing pollution from this source.

The project would add about 9,400 gallons of sewage effluent per day or about 0.05% to the dry-weather flows treated at the Richmond-Sunset Water Pollution Control plant. During some of the wet-weather season this would be a pollutant in the excess runoff waters which do not receive treatment from the plant prior to discharge into the ocean.

FOOTNOTES - Appendix D

/1/ Fifty-five percent of the site is covered by structures or by paved (bricked) walkways. Forty-five percent is landscaped. The "c" factors (impermeability factors) used are 0.9 for structures and pavement, 0.15 for soil. The extra runoff due to the slope of some of the landscaped area is estimated in the calculation.

/2/ Source for transport and treatment system information: UCSF (October, 1975a).

/3/ Total plantings would cover about 54% of the site area; of this, 36% of the site would be landscaped ground area, 18% planter boxes and tubs. For normal rainfall rates and frequencies, both types of planted area would be expected to retain most of the rainfall. The "c" factors (impermeability factors) of the Setting section (0.9 for structures, etc.; 0.15 for soil) still apply. Again, the extra runoff due to the slope of some of the landscaped area is estimated in the calculation.

/4/ As noted in the Traffic Impact section, the estimated project trip ends may be an overestimate; most of the hotel guests would be arriving at the medical complex even if the project were not built.

/5/ Traffic Impact section.



## ECOLOGICAL RESOURCES

### SETTING

The site is a portion of a city block located in north central San Francisco. About one block to the south (beyond the medical complex) is Mt. Sutro; its introduced eucalyptus groves dominate the natural vegetation. About two blocks to the north (beyond Kezar Stadium) is Golden Gate Park, with plantings of Redwood, Monterey pine, and Monterey cypress. The areas to the east and west of the site are developed urban areas with little landscaping.

The site itself is developed for residential uses. The backyards, most of them and not maintained, step down the hill toward the north end of the site. They are separated by low fences and retaining walls.

Wildlife is restricted by the developed nature of the site itself and of the surrounding blocks. It consists primarily of insects and passerine birds (perching songbirds), such as English sparrow, house finch, robin, Brewer's blackbird and mockingbird. Residents have reported also the occasional presence of raccoons which raid garbage cans and accept food from the residents. Domestic dogs and cats are present on the site.

No rare or endangered plants or animals (Leach, Brode, and Nicola, 1976; Powell, 1974) have been reported on site; because of the habitat, none are considered likely.

### IMPACTS

All the existing vegetation/<sup>1/</sup> (except street trees) and consequently all current wildlife habitat value on the site would be destroyed during construction. In the proposed project there would be about 13,600 square feet of ground space landscaping. In addition, about 6,500 sq. ft. of the approximately 12,700 square feet of roof and deck space would be landscaped (planters). Thus, total landscaped area proposed equals about 20,100 square feet. Some of the displaced limited urban wildlife (birds and insects) would be expected to return after shrubs and trees have grown; however, this would be expected to be a slow process, since the landscaped areas would not be interconnected, and the landscaping would take some years to reach current sizes.

### FOOTNOTES - Appendix E

/<sup>1/</sup> Except for backyard of No. 1 Hill Point Avenue, not planned for construction.



SHADOW DIAGRAMS

A total of six diagrams are presented, showing summertime (minimum) and wintertime (maximum) shadows at three times of the day (8 a.m., noon and 4 p.m. -- all are sun time). The drawings were made on the assumption that the shadow field is flat. This ignores the slight slope in the shadow field and it eliminates the structures which in fact exist within the shadow field. These assumptions were made to display a "maximum" effect and to minimize the clutter in the drawing. However, the assumptions result in the display of long shadows which appear to extend some distance from the site (in the winter) when, in fact, these shadows would end on the faces of structures to the north of the site, some along Carl St.



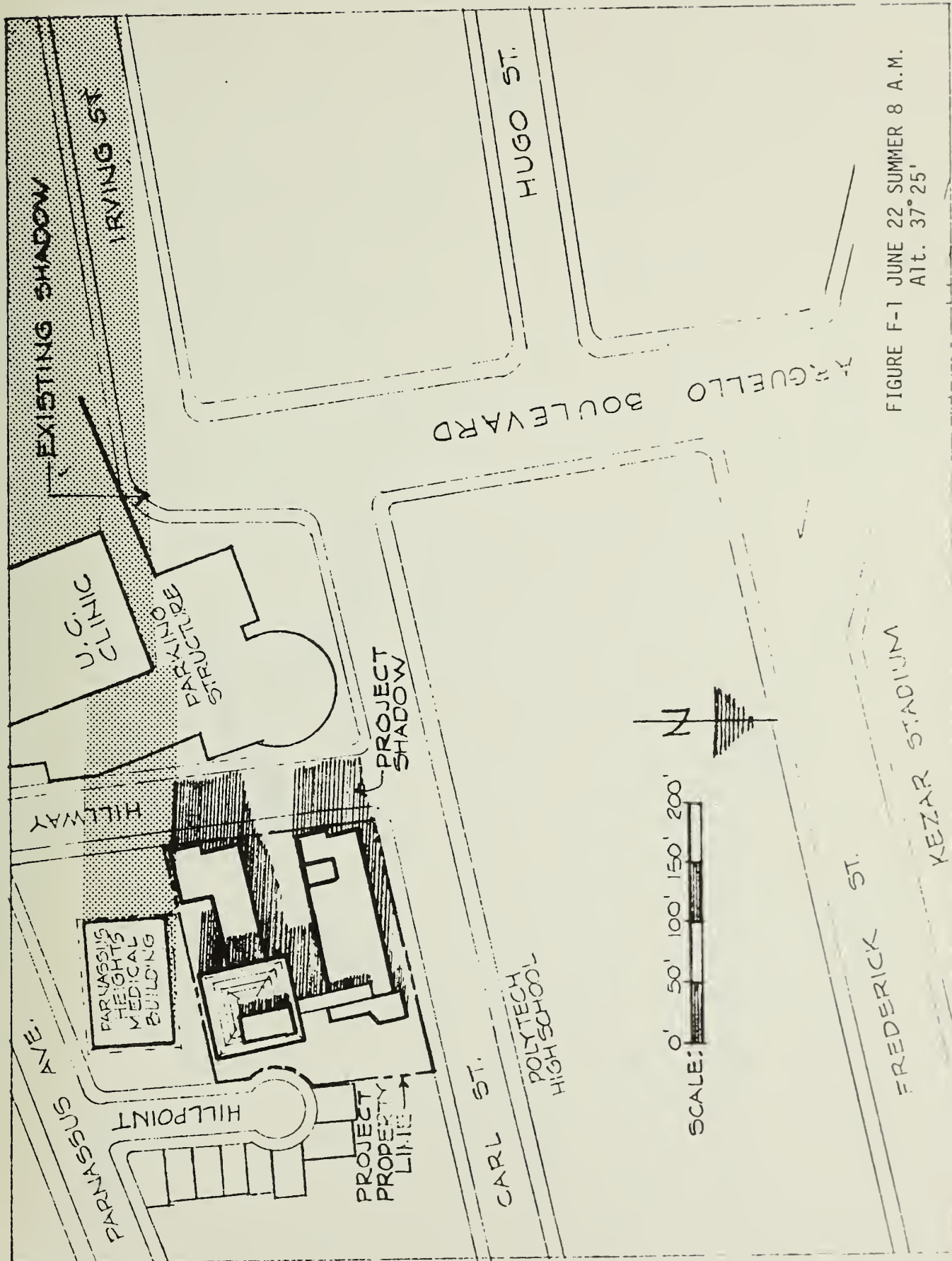


FIGURE F-1 JUNE 22 SUMMER 8 A.M.  
Alt. 37°25'





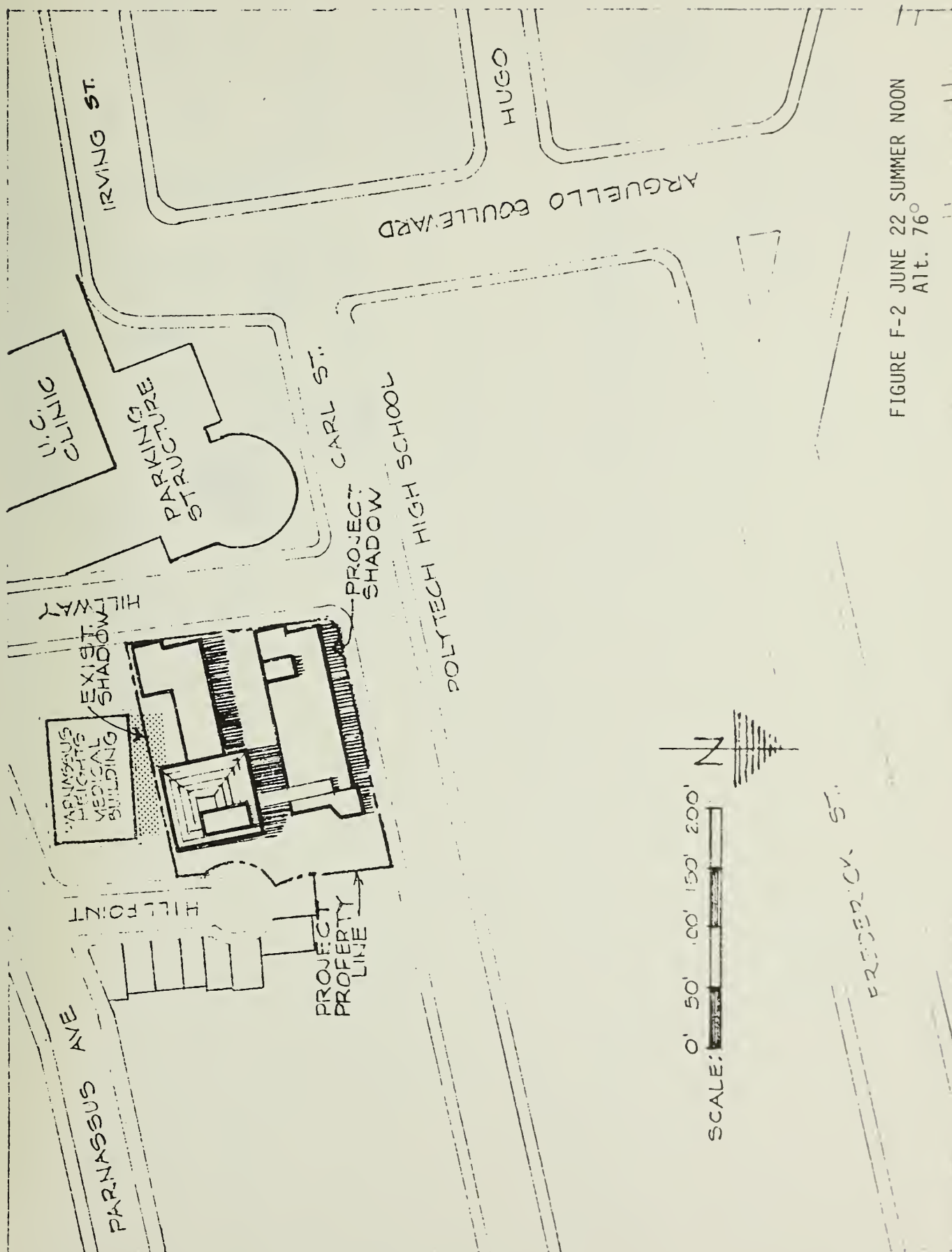


FIGURE F-2 JUNE 22 SUMMER NOON  
Alt. 76°



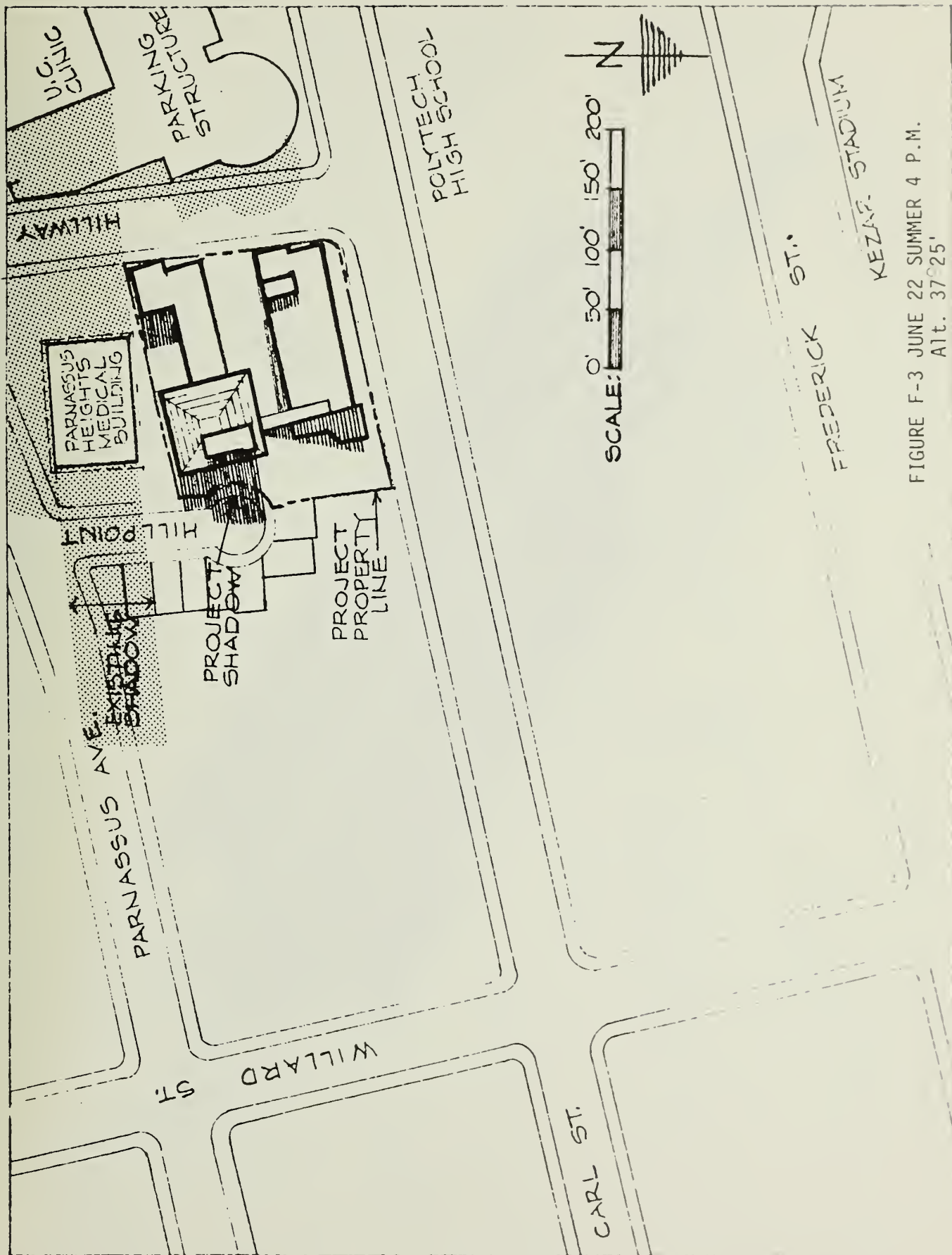


FIGURE F-3 JUNE 22 SUMMER 4 P.M.  
Alt. 37°25'





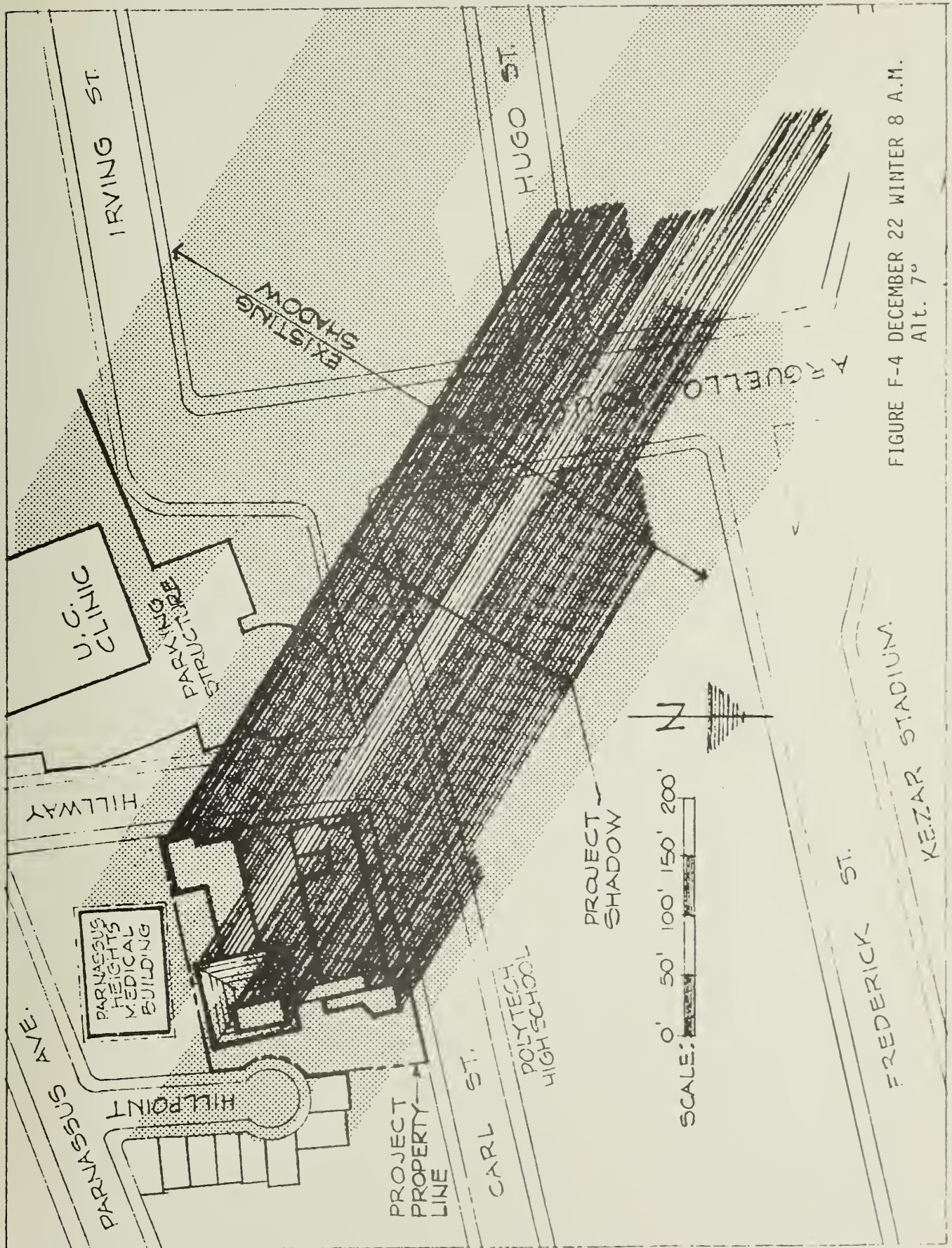
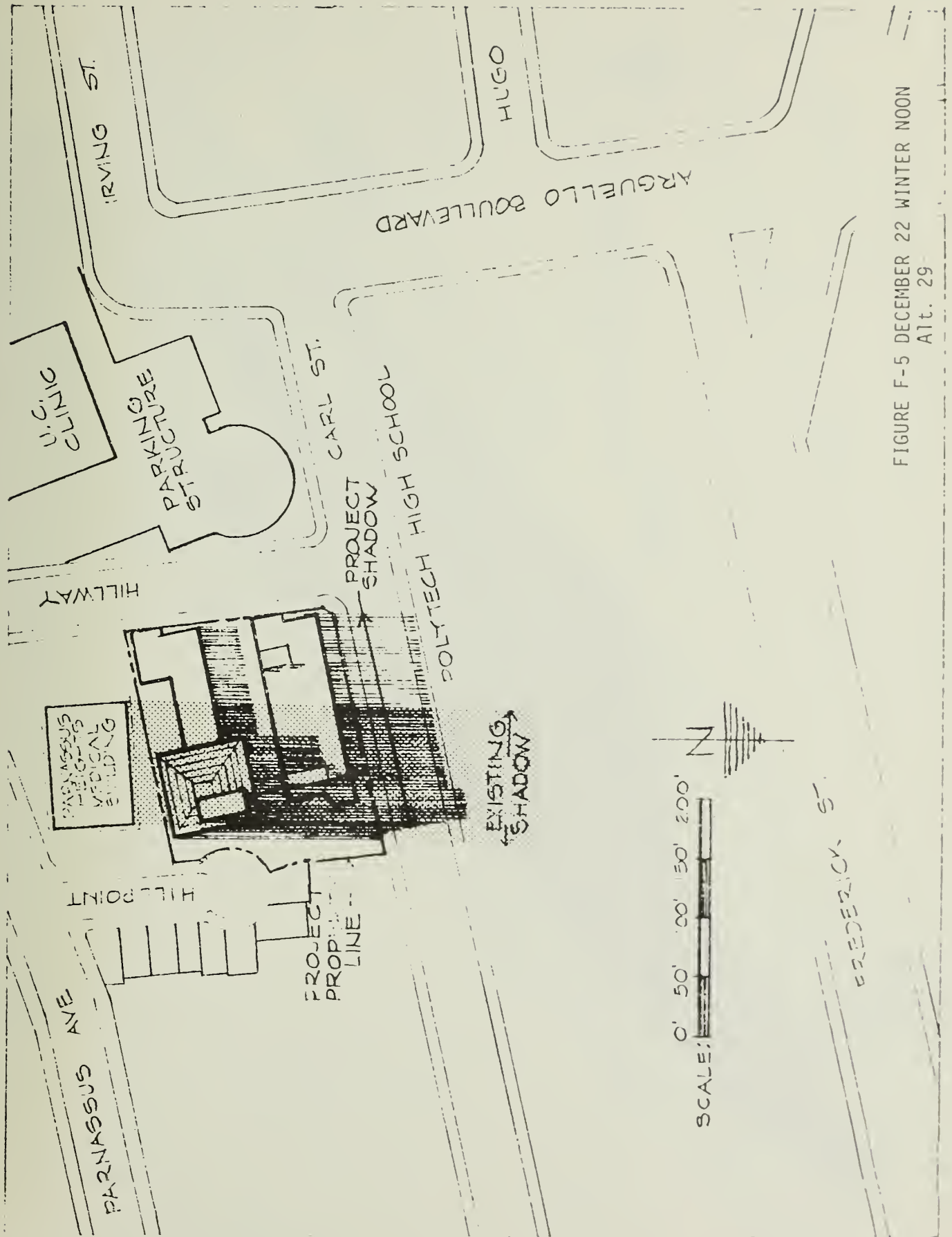


FIGURE F-4 DECEMBER 22 WINTER 8 A.M.  
Alt. 7°









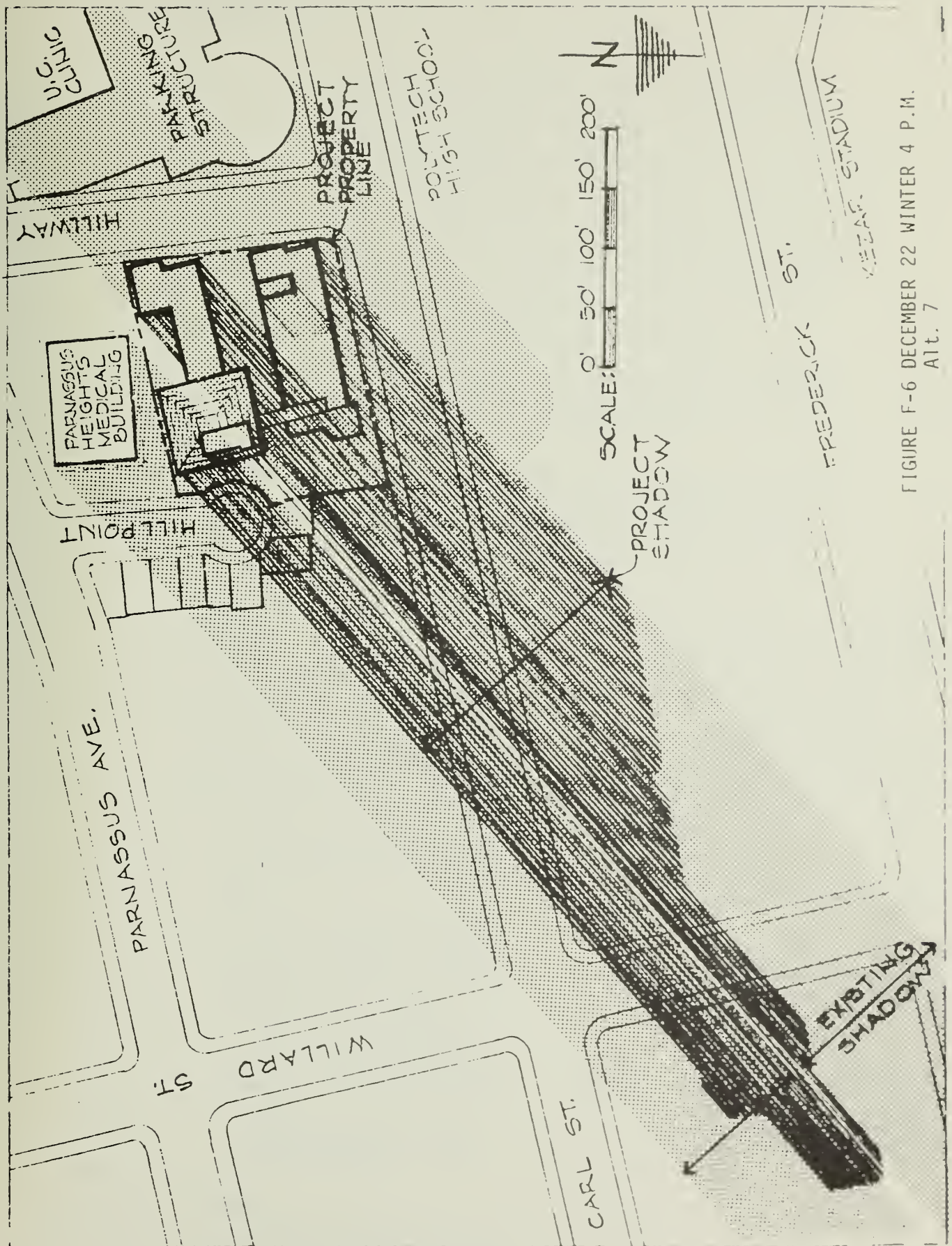


FIGURE F-6 DECEMBER 22 WINTER 4 P.M.  
Alt. 7





## Mt. SUTRO COMMUNITIES MASTER PLAN...

## Institutional Expansion Element June 1975

Below is printed the full text of the Mount Sutro Communities' Master Plan, Institutional Expansion Element. It was written by residents of the area after prolonged discussion and represents the official policy of eight community and neighborhood organizations. The plan is a positive attempt at community planning and incorporates direct thoughts of residents on policies that should be adopted by all institutions surrounding Mount Sutro.

Institutional expansion over the past twenty years has been a contributing factor to problems now facing the people who live in the area. Official studies by both the City Planning Department and the University of California have pointed out that the uncoordinated and often times ill-advised expansion of facilities has resulted in blighted residential areas and unacceptable levels of automobile congestion. The Community Master Plan points out how such harmful effects can be avoided in the future.

The Master Plan is but the first step in what is hoped to be a continuing effort on the part of neighboring community groups at joint planning and action, for it is realized that only by such unified actions can each neighborhood truly become a better place to live.

The following organizations developed and endorsed the Master Plan: Eureka Valley Protection Association, Forrest Knolls Neighborhood Organization, Haight-Asbury Neighborhood Council, Inner Sunset Action Committee, Parnassus Heights Association, Stanyan-Fulton Street Association, Sunset Parkside Education and Action Council, and Woodland Avenue Association.

### OPEN SPACE

Mt. Sutro represents an obvious open space asset to not only the surrounding communities, but also the entire City. Mt. Sutro should be open to all San Franciscans. Moreover, Golden Gate Park should not be encroached upon by any future development or institution either within the Park boundaries or on its periphery. Open space also includes city streets, and institutional expansion should not deny that open space to surrounding communities.

**OBJECTIVE:** All institutions in the area, especially UCSF, should preserve and enhance the unparalleled natural setting of the general area and encourage the public use of all open space.

*Policy I: Restore the top of Mt. Sutro to permanent natural open space through the removal of the existing dog kennels and other experimental animal facilities on the top of the mountain; at the same time, preserve all existing forested areas on Mt. Sutro.*

*Policy II: Preserve open space above our city streets and return to the City all former streets (e.g. Fourth Avenue). No future street vacations should be granted for institutional expansion.*

*Policy III: Golden Gate Park should be preserved in its present form or improved with additional open space.*

### HOUSING

Institutional expansion has, in the past, been responsible for the destruction of nearly 150 housing units in the Mt. Sutro communities. Since most institutions are in the midst of residential neighborhoods, any future expansion necessarily means further destruction

of the community's critically needed low and moderate cost housing. Furthermore, uncertain land acquisition policies and poor master planning (see Master Planning Objectives and Policies below) on the part of the institutions encourage speculation and absentee ownership around the institutions.

Finally, institutional expansion creates additional secondary effects on housing costs and the type of new housing construction, oftentimes harmful to existing housing patterns in the surrounding community. Institutions which are responsible for creating these harmful secondary effects should support community efforts to deal with correcting them.

**OBJECTIVE:** Institutions should adopt policies which will preserve and maintain the existing housing stock in the surrounding communities, especially housing in the low and moderate cost range.

*Policy I: Institutions should discard any plans which require depletion of the existing housing stock in surrounding communities and should discontinue any plans which require institutional acquisition of existing housing.*

*Policy II: All former privately owned housing units should be used for residential use only.*

*Policy III: If requested by community institutions should stand ready to provide financial assistance to community programs aimed at correcting past institution-created housing problems.*

## FACILITIES

Since 1960, institutions located within or adjacent to Mt. Sutro communities have constructed over 5 million gross square feet of new facilities in the midst of these residential communities, as well as parking structures to accommodate over 3,000 autos. The University of California, St. Mary's Hospital and the University of San Francisco have all built major new structures of immense size during this period. Over 20,000 students, instructors, staff and patients are drawn into the area daily by these institutions.

Institutions in the Mt. Sutro area rival the San Francisco Redevelopment Agency in terms of the number of housing units destroyed, public streets closed and high density construction undertaken—all in the midst of once stable residential communities. This endless and massive facility expansion at the expense of community residents must end.

**OBJECTIVE:** To alleviate the excessive concentration of facilities, institutional population, and traffic and parking congestion caused by the uncontrolled growth of institutional facilities.

*Policy I: Limit the size of institutions to their present structural envelope.*

*Policy II: Discourage any higher density utilization of existing institutional sites by decentralizing institutional functions.*

## INSTITUTIONAL MASTER PLANNING

During this period of massive facility growth, institutions often have been less than openhanded, if not misleading, in setting out clearly and completely their long range facility needs to interested community groups and individuals.

Moreover, since the passage of legislation setting forth City and State environmental impact report requirements, institutions have repeatedly violated both the spirit and, in our view, the letter of the law. Two lawsuits challenging institutional misuse of the environmental impact reporting process are currently underway.

There has been little effort by institutions to develop a clear statement of their long range plans for present and future facilities, as well as real estate presently owned and contemplated for future expansion. Public sharing of plans by Mt. Sutro institutions has come only after the most intense and persistent insistence by community residents; even then, many of these plans are deficient and have a public relations emphasis rather than a planning focus.

**OBJECTIVE:** Each institution should prepare a complete institutional master plan which conforms to the objectives and policies of the Mt. Sutro Community Master Plan and should strictly adhere to that master plan. These plans should take into account the need to share specialized facilities so as to avoid costly duplication. Any project not in the master plan should not be built.

*Policy I: Each institution should prepare a master plan which describes, among other things, the present facility complex of that institution, including all of its real estate holdings and all projected facility needs, including any new real estate needed to carry out those plans. Once completed, these master plans should also include a full, complete environmental impact report on their cumulative impact, before funding is requested.*

*Policy II: Each project described in the master plan should include a complete, accurate and final environmental impact report before funding is requested from the governing body of the institution for working drawings and construction.*

## COMMUNITY/INSTITUTIONAL RELATIONS

Most institutions now suffer poorer relations with their neighbors than at any time in recent history. To overcome this legacy of bitterness, positive, real and creative efforts must be undertaken by these institutions. Constructive and sincere good neighborliness is needed, not press agency.

**OBJECTIVE:** Improve relations with neighboring communities by constructive actions aimed at overcoming past neglect and damage.

*Policy I: Adopt a master plan that includes community views on size and density of the institutions as an integral component of that plan.*

*Policy II: Adopt a policy of paying the costs of City services (fire, police, sewer, water, etc.) provided to these institutions.*

*Policy III: In complying with all other aspects of this master plan, adopt a hiring policy giving priority to unemployed and underemployed residents, preferably from surrounding areas.*

*Policy IV: In complying with all other aspects of this master plan, adopt a positive housing program that includes improving the livability of housing in the adjacent communities.*

*Policy V: Work toward harmonious community institutional relations that implement and give effect to all the recommendations in this master plan.*

## DEVELOPED AND ADOPTED BY THE FOLLOWING NEIGHBORHOOD AND COMMUNITY ORGANIZATIONS:

Eureka Valley Promotion Association  
Forrest Knolls Neighborhood Organization  
Haight-Ashbury Neighborhood Council  
Inner Sunset action Committee  
Parnassus Heights Association  
Stanyan-Fulton Street Association  
Sunset Parkside Education and Action Council  
Woodland Avenue Association



WHEREAS, Within the predominantly residential areas surrounding Mount Sutro there are eleven major institutions; three universities, six medical institutions and two convalescent hospitals; and

WHEREAS, While these institutions offer innumerable benefits and valuable services to San Francisco residents, their activities and continued expansion also can have negative impacts on surrounding neighborhoods in terms of added traffic generation, loss of housing and incompatible physical development; and

WHEREAS, In an attempt to deal with these problems, a group of community organizations prepared a master plan containing specific policies dealing with institutional expansion in the Mount Sutro area; and

WHEREAS, The Planning Department staff held numerous meetings and discussions with representatives of Mount Sutro neighborhood organizations and affected institutions, and prepared and revised three separate draft responses to the Mount Sutro Plan; and

WHEREAS, The City Planning Commission held public hearings on the Mount Sutro Plan on February 19th, July 29th and August 26, 1976; and

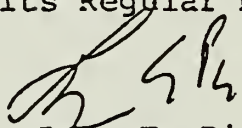
WHEREAS, The Planning Commission recognizes the contributions made by institutions in the Mount Sutro area and does not wish or intend to take actions which would unreasonably inhibit the operations or viability of these institutions; however, the Commission also recognizes that the Mount Sutro communities contain a disproportionate share of institutions compared with most other areas of the city and the impact of institutions is particularly acute; furthermore, that additional expansion of institutions in this area, unless strictly regulated, would serve to aggravate an already severe problem;

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby accept the Mount Sutro Plan as an official neighborhood plan for the area which has been endorsed by many community organizations; and hereby states its intention to take into consideration the policies contained in the neighborhood plan when reviewing institutional master plans and institutional development proposals; and hereby advises affected institutions in the Mount Sutro area to include an analysis of the conformity of their proposed master plans to the neighborhood plan as required by Section 304.5(C) (3) (A) of the City Planning Code; and

BE IT FURTHER RESOLVED, That the City Planning Commission does hereby intend to take the following additional actions to respond to concerns over institutional development in the Mount Sutro area:

1. Develop detailed evaluation criteria to review development of medical and educational institutions on a citywide basis;
2. Work to find sites appropriate for decentralization of educational and medical facilities in San Francisco;
3. Assist in developing specific solutions to the U.C. Medical Center plans for future development;
4. Work with community residents, City agencies and institutions to address neighborhood problems related to institutions; and
5. Proceed with reclassification of the experimental animal facility area on Mount Sutro to open space.

I hereby certify that the foregoing resolution was adopted by the City Planning Commission at its Regular Meeting on August 26, 1976.

  
Lynn E. Pio  
Secretary

AYES: Commissioners Bierman, Dearman, Finn, Lau, Mellon, Rosenblatt, Starbuck

NOES: None

ABSENT: None

PASSED: August 26, 1976



SAN FRANCISCO CITY PLANNING COMMISSION

ENVIRONMENTAL IMPACT REPORT  
HOTEL AT U.C. MEDICAL CENTER  
VOLUME II  
XV. COMMENTS AND RESPONSES

30 November 1978

For Planning Commission Hearing 7 December 1978

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## INTRODUCTION

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A public hearing was held by the Planning Commission on 9 November 1978. This Volume II of the EIR contains a summary of the comments, both written and oral, and the responses thereto. Written comments that duplicate those from the hearing transcript are not repeated.

A. LIST OF PERSONS COMMENTING

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Dr. Michael Merzenich	47 - 73, 112-113	16 - 24 34
Dr. Vojtech Licko	74 - 78	24 - 25
Ed Dunn, District Residents' Association	79	25
James MacInnis, Lawyer for Dr. Rider	80 - 84	25 - 26
Commissioner Charles Starbuck, III	85	27
Commissioner Susan Bierman	86 - 87, 90 - 104	27 28 - 31
Commissioner Ina F. Dearman	105 - 107	31 -32

B. ORAL COMMENTS MADE AT PUBLIC HEARING, 9 NOVEMBER 1978

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John Bardis

Comment No. 1: "What I'm curious about is I'd like to ask a few questions about the date of the permit that was applied for."

Response No. 1: The applicant applied for a Conditional Use Permit on 16 December 1975.

Comment No. 2: "What was the date of the Negative Declaration? . . . What was the date of the hearing on the Negative Declaration?"

Response No. 2: A Negative Declaration was not issued for this project. The applicant agreed with staff that an Environmental Impact Report would be necessary. On 13 January 1976, a determination was made that an EIR would be required; a formal notice of that determination was issued and published in the San Francisco Examiner on 16 January 1976.

Comment No. 3: "Now, where is the evidence that people received this document 30 days before the hearing? If they don't receive it 30 days before the hearing -- and that's a minimum requirement of the law that there be a 30-day review process -- how do you actually comply with the law that this is a valid hearing?"

Response No. 3: The State EIR Guidelines establish the public comment period for EIRs as a minimum of 30 days. This requirement is repeated in Chapter 31 of the San Francisco Administrative Code.

This time is not measured from the date that an individual receives a copy of the Draft EIR; it is measured from the date of public notice of availability of the Draft EIR and of public notice of the public hearing. The California Environmental Quality Act (CEQA) and the State Guidelines to CEQA require this notice to be by notification of availability of the Draft EIR for review to organizations and persons who have requested such notification or by one of a number of other methods (Section 15085(d)(2)). San Francisco provides the



latter notice by advertisement in a newspaper of general circulation. Such notice was published in The Progress on 6 October 1978.

In addition, the San Francisco Department of City Planning does more than the legal requirement for notice by circulating copies of the newspaper advertisement to persons who have expressed interest in receiving notices of hearings on environmental issues. Such persons are on a list maintained by the Office of Environmental Review.

The City provides copies of the Draft EIR to persons who have requested a copy in advance and to some persons believed to be interested in the project. These copies are supplied by mail or some other form of delivery service. In this case, the Draft EIRs were transmitted by United Parcel Service, and there apparently were some difficulties with delivery.

(Assistant Environmental Review Officer, Barbara Sahm)

"In addition, I think that the Commissioners should know that there are some time deadlines...As you probably know, Assembly Bill No. 884, passed last year, instituted a one-year time limit on the permit process for many permit actions.

Although there is a difference of opinion as to when this particular one-year time limit began for this project, it seems prudent to consider that that one year began January 1st, 1978, even if that is not actually the appropriate date.

The consequences of not either approving or disapproving the proposal--not the EIR, but the proposal--within that one-year time limit, according to the changes made in the state law by AB 884, are that the project might be automatically approved."

Comment No. 4: ". . . the whole law is based on the fact that the public will have an opportunity to review the impacts of the projects to comment on the perfection or imperfection of the document.

"What's the purpose of the hearing if you don't give the minimum notice. You have a project here that's been kicking around for two years, and you cannot give the minimum 30-day notice for the public to review the document.

"The consultants and the staff are all professionals, and you have a bunch (of) lay people that are trying to review a document, and the lay people are told they cannot have what is rightfully theirs by the law that the process was set up.

"What is the legal basis here for that conclusion? It denies logic and defies law."

Response No. 4: The amendments to CEQA which went into effect on 1 January 1978 potentially act to limit opportunities for public input to the EIR process because of the time limits set for the EIR process and the procedure of automatic approval of projects if these time limits are not met. The City has no control over these procedures because it is State law. Persons who are concerned about these amendments should contact their state legislators.

Comment No. 5: ". . . we asked the staff to bring the UPS signed receipts. UPS has receipts, and the staff did not bring them in. So apparently I think that speaks for itself."

Response No 5: Approximately 75 copies of the Draft EIR were delivered to the San Francisco Planning and Urban Research Association (SPUR) by Environmental Science Associates, the project sponsor's consultant. SPUR then contracted with United Parcel Service to effect delivery of the Draft EIR according to the Distribution List published in that document.

A copy of the UPS Shipping Record is available for inspection at the Office of Environmental Review. However, it was felt to be an undue burden on staff time to ascertain whether each Draft EIR was individually delivered to the addressee. Hence, the individually signed receipts of acknowledged delivery are not available.

Anna Darden, Haight-Ashbury Neighborhood Council

Comment No. 6: ". . . I received the EIR four or five days after the 30-day period would have begun."

Response No. 6: See Response No. 3.

Comment No. 7: "The EIR generally ignores the fact that this hotel is actually proposed for a residence (residential) area. And it specifically ignores the fact that the area is the Haight-Ashbury where its most severe and negative impacts would be felt."

Response No. 7: The DEIR refers to the residential nature of the project area on:

Page 2, Paragraphs 3, 5 and 6  
Page 3, Paragraph 3 (Measure "(1)")  
Page 33, Paragraph 1  
Page 34, Paragraph 1  
Page 35, entire text

The project area is generally referred to as "Parnassus Heights," rather than "Haight-Ashbury." The border between the two is usually taken as Stanyan Street. As documented in the DEIR, the impacts would be felt west of Stanyan Street, in the Parnassus Heights area.

Comment No. 8: "The hotel exceeds the 40-foot height limit by some ten feet."

Response No. 8: As shown in DEIR Table 1, Page 16, the hotel does not exceed the 40-foot height limitation of the City Planning Code.

Comment No. 9: "The site is seismically unsound and any such large structure as this will have inherently unsafe foundation, yet the EIR has little discussion of this."



Response No. 9: The DEIR presents the seismic setting (Page 48, last paragraph), potential seismic impacts (Page 80, last paragraph, through Page 81, fourth paragraph) and planned seismic mitigations (Page 113, Section "E", second item). More detail is provided in DEIR Appendix C. The Bureau of Building Inspection would not issue a permit for a building with an "inherently unsafe foundation".

Comment No. 10: "If it is a medically-oriented hotel, it is part of the institutional area and must respond to the elements of the Mount Sutro community (Communities') Master Plan . . . Perhaps most egregious is this EIR's omission of any mention or discussion of how this proposal complies with the Mount Sutro Community (Communities') Master Plan, despite the Planning Commission's 1976 resolution accepting that plan as one which must be considered by any project within the U.C. hospital area."

Response No. 10: The Final EIR in Section VI, Adverse Environmental Effects, on page 117 will be amended as follows: "The project would extend the existing medical complex 200 feet into a residential neighborhood. The proposed project is a lodging facility and would not provide medical services."

Because the proposed hotel is not an institutional facility, nor associated with the University of California Medical Center, the Mount Sutro Communities' Master Plan, Institutional Expansion Element, is not applicable to the project.

Comment No. 11: "The board of Haight-Ashbury Neighborhood Council passed a resolution in its November meeting to protest the Environmental Impact Report on the proposed hotel at U.C. Medical Center as untimely, inaccurate and uncomplete (incomplete). The Council membership formally voted its disapproval of the project in 1976, shortly after Dr. Rider attended a general meeting. We hope that the Planning Commission will require that the deficiencies be remedied."

Response No. 11: The DEIR preparers were unaware that the HANC board in 1976 had voted disapproval of the project and in 1978 had passed a resolution to protest the DEIR. This information will be added on Page 109, paragraph headed "Neighborhood Groups and Individuals."

Comment No. 12: "The Planning Commission and the Board of Supervisors are both on record by resolution, stating that further expansion of institutional areas in the Mount Sutro communities is inappropriate and further loss of housing must be stopped."

Response No. 12: A copy of the Planning Commission Resolution 7545 accepting the Mount Sutro Communities' Master Plan, Institutional Expansion Element, is available for inspection at the Office of Environmental Review, and will be attached to the Final EIR.

Comment No. 13: ". . . almost without exception, all statistics in the EIR are at least two years out of date and no projections have been presented for what the exact room rentals or approximate room rentals of this hotel would be upon the construction of -- completion of construction in approximately 1980 or '81."

Response No. 13: Within the limits of statistical accuracy in impact analysis, 1976 data are applicable to all impact categories (for example, existing traffic) other than projected room rents and Proposition 13 considerations. In the DEIR (Page 96, first and last paragraphs), room rents in 1976 dollars are estimated at \$29.75; in 1978 dollars at \$37.00 (OER estimate, based on an approximately 25% increase in construction costs since 1976, or 12.5% per annum). The 1978 estimate is an overestimate, in that other components of cost, for example operational costs, have been escalating more slowly than the assumed inflation in construction costs. The applicant is currently assuming a 6% annual inflation rate in hotel rentals, which would lead to a \$37.00 room rate in 1980. If a 12.5% annual inflation rate is assumed, the 1980 rate would be about \$48.00. This information will be added at the appropriate locations in the DEIR, for example on Pages 29, 84 and 96-7. Proposition 13 considerations are discussed on Page 96, last paragraph, of the DEIR.

Comment No. 14: "Also the Archaeological Findings Report states that there have never been any such archaeological sites found in that area which is factually untrue as readers of "Ishi" might remember. Sites were sound (found) in the Mount Sutro area. Indian sites were found. And in fact the area below the ridge, below Parnassus Avenue where the hotel would be built is a prime site for archaeologists to look for garbage middens. And I think that perhaps the archaeological report should be revised."

Response No. 14: The fact that archaeological sites have been found "in the Mount Sutro area" is irrelevant, for reasons given in the DEIR (Pages 65 and 94). Specifically, there is no archival record of archaeological sites on the project parcels, and there is no reason to believe that development of the project would have an impact on archaeological sites that may lie beneath structures or pavement in the completely developed area surrounding the project site. The applicable wording in the archaeologist's (ACRS, Inc.) report is:

"...an archaeological reconnaissance of the proposed Rider...development...has been completed.

"Archaeological investigations were coordinated with the field inspection activities of Environmental Science Associates representatives on February 10, 1976. The vast majority of the land involved in the proposed development area already supports houses and other structures, affording but a small area of highly disturbed open land for inspection. No visible archaeological remains were discovered in the course of the archaeological reconnaissance.

"There are no previously reported or recorded archaeological sites within or adjacent (to) the proposed project area and the probability of encountering any such resources is considered extremely small. Prior development of the property would have demolished any archaeological resources which may have existed.

"Indirect impacts will be non-existent due to the fact that there is no actual new development of the area which will affect other archaeological resources."



DEIR Page 115 (Section "K", "Archaeological History" Mitigation Measures) describes the actions agreed to by the applicant in the event of discovery of archaeological resources during excavation.

Comment No. 15: "The other thing is, as seems to be common in most EIRs, negative opinions for the project or opposition among neighborhood residents for the project seem to be somewhat glossed over.

"The EIR does not mention that the neighborhood council heard Dr. Rider at a general meeting and considered this project and took a formal vote of its membership concerning this project.

"Other neighborhood organizations have specific formal positions in disapproval of this project."

Response No. 15: See Response No. 11. See also DEIR Section "N" ("Community Attitudes"), Pages 102 and 103, which discuss neighborhood opposition to the project per se as well as to the expansion of the medical complex in general.

The Draft EIR is a detailed statement setting forth the environmental effects and considerations pertaining to a project as specified in Section 21100 of CEQA. The Draft EIR is intended to describe the proposed project, environmental setting and environmental impact, and to summarize public concerns. Such concerns are not relevant to the Draft EIR as an information document; however, public concerns may be germane to a final decision on the proposed project.

Comment No. 16: "There's also a document, a needs assessment . . . for such housing for the hospital that I don't have a copy of so I can't quote it exactly, but it did state that the primary need for housing . . . by clients of U.C. Medical Center, was for low and moderate income people. And a hotel that's charging anywhere near market rate hotel costs at U.C. Medical Center may well have a detrimental effect on the existence of the 11 other guesthouses which presently do offer low cost housing. And there is no evaluation of this in the Environmental Impact Report."

Response No. 16: The needs for housing for low- and moderate-income people are discussed on DEIR Pages 50 (Paragraph 2), 83 (last paragraph, concluded on Page 84) and 97 (last text paragraph).

Comment No. 17: "To end up, I have attached to this statement a copy of the Mount Sutro Communities' Master Plan, in case one might have gotten lost in your files, and a copy of the draft of the resolution passed by this Planning Commission making that plan an official plan for the community. Thank you."

Response No. 17: Thank you. See also Response No. 12.



Sue Hestor, San Francisco Tomorrow

Comment No. 18: "If you look at page 129, Growth-Inducing Impacts . . . What does it say? It makes a bald assumption that the project would largely serve people going to UCSF Medical Complex. Doesn't even suggest there might be a possibility it might be used as a regular hotel. And, therefore, since people are already coming to the site area, there's not going to be any growth-inducing impacts."

Response No. 18: The Growth-Inducing Impacts chapter, page 129, will be revised to read as follows:

X. GROWTH-INDUCING IMPACTS

The proposed project would create about 35 jobs on-site. The hotel employees would be expected, in turn, to generate further employment, especially in the service sector, as a result of their own spending. The "multiplier" effect is usually considered to be a regional effect, but in this case may be confined to the City of San Francisco. It could result in a total of about 88 jobs. The total impact of this employment growth would depend on the number of employees arriving from outside the area, as opposed to those from the local pool of unemployed workers. The applicant has stated that he intends to recruit aggressively within San Francisco, and since the City has been declining in population, it may be that this "growth" would be experienced as a reduction in the population decline.

Should the hotel be used by persons who would not have otherwise come into the neighborhood (for example, those staying in the hotel while enjoying activities at the DeYoung Museum in Golden Gate Park), these persons would add trips to local traffic and riders to local transit lines.

Comment No. 19: "Now, who wrote the justification for the projects? Just so happens to be the proponent of the projects (project), Dr. Rider. Every bit of this is self-serving . . . It is not objective. It is self-serving."

Response No. 19: In the applicant's words: "We are willing to omit Appendix A from the E.I.R." Direct quotations from the applicant in this volume of the DEIR are taken from two memoranda, on file with the Office of Environmental Review, Department of City Planning, 45 Hyde Street, and available for public inspection. Appendix A has been deleted from the Draft EIR.

Comment No. 20: "For example, where is the survey talked about in number one? A recent survey indicated over 70,000 requests for rooms . . . a survey made by some group in the East Bay says this. And no one is ever going to see the survey."

"I would like to go over the survey and see what it really says. We have to take Dr. Rider's word for what that survey says."

Response No. 20: See Response No. 19.

Comment No. 21: "The number two, the second sentence of point two, the people who go to these houses would go to the new hotel facilities. What if they can't afford it?"

Response No. 21: See Response No. 19.

Comment No. 22: "Number three, no one would come to this hotel facility that isn't already coming to the U.C. Med Center. What is the basis for this statement? We all live in San Francisco. We know that San Francisco has had several times during the year a shortage of hotel rooms, because they will book in a convention with 25,000 people . . . like the American College of Surgeons. How do we know that the surgeons who come for a convention won't stay at the hotel even though they are basically here at the convention?"

Response No. 22: See Response No. 19.

Comment No. 23: "How do we know that the Convention and Visitors' Bureau will not consider this like any other hotel? If you need a hotel room, you're assigned to this hotel."

Response No. 23: The Convention and Visitors' Bureau does not make assignments of convention groups to any lodging facilities; rather, the Bureau only provides a guide of the member hotels and motels (telephone conversation with Dale Hess, Assistant General Manager, 28 November 1978).

Comment No. 24: "I have never seen an EIR that has . . . about two and a half pages on the three heaviest sections." (In reference to growth-inducing impacts, irreversible changes and alternatives.)

"That is what an EIR is about . . . that is the information we are supposed to get, the public and the Commission."

Response No. 24: The Growth-Inducing Impacts section has been expanded in Response No. 18. Responders can find no deficiencies in the Alternatives or Irreversible Impacts sections.

Comment No. 25: "If the proponent hasn't given you enough information on which to put together a valid EIR that will answer your questions . . . turn it down. And you've got to turn the project down. I would not be intimidated. Because if one developer knows that by letting the clock run and refusing to cooperate with the environmental review staff, you are giving him an opportunity to do that in the future."

Response No. 25: The applicant has provided requested information to the Office of Environmental Review.

Comment No. 26 (Paraphrased): "I would also like to complain about who received this report. The Planning Commission has on file the Mount Sutro Communities' Master Plan and the neighborhood organizations are well known to the Planning Department. Yet neither the Eureka Valley Promotion Association



nor the Duboce Triangle Association received copies of the EIR. San Francisco Tomorrow got a copy addressed to Sue Smith of its Airports Committee, rather than myself who heads its Zoning Committee. The mailing list should be cleaned up and a better attempt made--especially with controversial projects--to get the EIR to organizations which have shown some interest.

Response No. 26: See DEIR Pages 135-142 for additions to the Draft EIR Distribution List.

Allan Chalmers, Inner Sunset Action Committee

Comment No. 27: "There are a couple of important facts that the document does not speak to. Dr. Rider is the owner and builder of the medical building above this project on Parnassus Street. He was the first private owner to build adjacent to the University Medical Center and expand the size of that complex.

"Before this time, medically-oriented buildings were built downtown or in commercial areas. Other commercial use of residential land has been proposed or has become institutional. As a result of community action, the university and the regents of the state formally agreed that there would be no more expansion of the Medical Center into the residential community.

"Now we have Dr. Rider attempting to expand the size of his medical facilities, and therefore the Med Center complex, by destroying 10 single-family homes and 16 apartment units in a residential area . . ."

Response No. 27: DEIR Page 102, last paragraph, notes the history of the applicant's construction of the medical office building. UCSF's intentions (policy decision) to refrain from expanding its operations are discussed on DEIR Page 102, first text paragraph. The applicant's intentions re demolition of existing residential units on-site are discussed on DEIR Pages 1, 2, 30, 31, 69, 83 and 84.

Comment No. 28: "The City Planning Commission policy is, as I understand it, is that before a decision is made on a medical project, before official action is taken, the West Bay Health Systems Agency would be consulted to determine the need for this facility.

"I don't know if this is done before or after. There is no mention of that."

Response No. 28: Section 304.5(e) of the Planning Code requires that the Planning Commission shall consult with the West Bay Health Systems Agency for projects involving institutional expansion.

The proposed project is a lodging facility and would not provide medical services. Because the proposed hotel is not an institutional facility, nor associated with the University of California Medical Center, Section 304.5(e) of the Planning Code is not applicable to this project.

Comment No. 29: "And the last thing I have to say is that the impact is not just on our neighborhood. The impact is on the whole city. Because this is another expansion. And it can affect the whole city. And that extremely important fact (should) not be glossed over in this report."

Response No. 29: The proposed project will have a city-wide effect on the potential loss of business for downtown hotels. An indirect effect of the project will be a potential rippling effect on the Municipal Railway. See Comment and Response No. 116.

Doug Engmann

Comment No. 30: "The one big difficulty around this project is the lack of documentation about who is going to use the facility. The EIR throughout makes assumptions that the facilities will be used pretty exclusively by individuals either related to the Medical Center in one way or the other, or have some business to do at the Medical Center in one way or the other.

"And yet there's no documentation to that effect in (the) EIR, and the existence of a demand study in no way assures that the facility will in fact be used by those people who demand hotel rooms at University of California Medical Center."

Response No. 30: There are no guarantees, short of a conditioned agreement by the applicant, that users of the proposed project will all be associated with the medical complex. The applicant's market study, summarized on DEIR Pages 94-96, shows a demand from such types of hotel users that would support an annual occupancy level of at least 73%. If that market study is accurate, the preponderance of hotel users would be expected to come from visitors to the medical complex. This does not rule out the possibility that other kinds of visitors to San Francisco (if there are no restrictions) would be attracted to the hotel, raising the occupancy rate. The EIR can only make assumptions about the future as it provides input to decisions which must take place before project implementation. This discussion will be incorporated in the DEIR on Page 6, as a new Paragraph 3.

Comment No. 31: "And what we're faced with is rather than making the assumption that it will be used by people that are going to the Medical Center, in the absence of any special mitigating measures or restrictions on the permit, you have to assume that this is going to be a commercial hotel just like any other hotel in this city that exists outside of the downtown district and which would assume that most people have automobiles and use those automobiles . . .

". . . trips per hotel room which would be generated out of the facilities was modified on the assumption that the persons using that facility would be related to the Medical Center. And he uses three trip ends per day. In other words, going and coming one and a half times. And that presumption, I presume, is based on the fact that people would be walking to and from U.C. and not wanting to go anywhere else."



Response No. 31: See Response No. 30. If the preponderance of users would be expected to be associated with the medical complex, the project would not be "...a commercial hotel just like any other hotel in this city that exists outside of the downtown district..." The traffic generation would be predominantly based on estimates for the preponderant hotel user type. For further information on traffic generation, see Response No. 33, following.

Comment No. 32: "But the three trip ends per day is what is estimated for the use of guestrooms on the average of the City and County of San Francisco."

Response No. 32: The comment is accurate. See Response No. 31 (above) and Response No. 33 (following).

Comment No. 33: "...I would say an average trip end for a motel and hotel on Lombard Street is quite high; four and maybe six or eight."

"And yet there's no consideration that anyone who is using this hotel might be a normal tourist, say, or visitor in San Francisco who can't find a hotel room someplace else, or would like to have a hotel that would have a nice view of the Golden Gate Bridge and is convenient to Golden Gate Park and the beach . . . Even if he were to assume four trip ends per day per unit, that increases the traffic generated by this project by 33 percent . . . If it is six trip ends per day, it raises the traffic generation by 50 or 60 percent."

Response No. 33: Mr. Engmann's calculations are not entirely accurate. It is true that the assumption of four (4) trip ends (T.E.) per day per unit would raise generated traffic by 33 percent; however, the assumption of six (6) T.E. per day per unit would raise generated traffic by 100 percent, not his 50 or 60 percent. A more-reasonable worst-case analysis can be done as follows, based on Response No. 30:

If demand conforms to the applicant's market study, about 3/4 of the units would be occupied by medical-complex visitors, generating 3 T.E. per day per unit, as in the DEIR. Assume the remaining 1/4 of the units would be occupied by conventional visitors to out-of-downtown hotels, generating 6-8 T.E. per day per unit. The overall average generation rate for all units would be  $(3 \times 3/4) + (7 \times 1/4)$ , or 4 T.E. per day per unit. On this assumption, generated traffic would be raised by about 33 percent over that given in the DEIR. The effect of this correction (see Table 5, Page 74, DEIR) would be to add about 13 autos to the peak-hour traffic on Carl Street (one every 4.5 minutes), a change that would be statistically insignificant within the total peak-hour two-way volume on Carl Street, 460 autos and 35 trolleys (Page 72, DEIR). This discussion will be added to the DEIR text describing Table 5.

Comment No. 34: "So without any assumption that this use is going to be restricted -- for example, the proponent has not proposed that he will not become a part of any other hotel chain. This could be a Holiday Inn. There's no restriction in here that it won't be a Holiday Inn. There's nothing in here that restricts the use of this hotel."



"Hotels are good business in San Francisco, whether or not they're next to a university or a hospital or not. They make money. And Dr. Rider could make money on this hotel . . . if U.C. was not there, because of the demand for hotel rooms in the City."

Response No. 34: Dr. Rider's directly quoted response (his two written response memos are on file with the Office of Environmental Review, Department of City Planning, 45 Hyde Street) is as follows:

"We have no intention of affiliating with any chain any more than the Parnassus Heights Medical Building is affiliated with any chain."

Ultimately, the nature of the hotel would depend on its success in serving the medical complex. The market study indicates that the medical complex can provide about 3/4 of the clients needed for 100 percent occupancy. See also Response No. 53.

Comment No. 35: ". . . there's no estimation on trip ends per staff person. I don't know whether that was included in the figures that the traffic engineer included per unit, but it seems that they're talking about staff people coming to and going from the project . . ."

Response No. 35: Traffic generation estimates implicitly include trips by hotel staff.

Comment No. 36 (Paraphrased): The EIR should indicate, for example, trip ends per hospital room for those particular attendant rooms. As paramedical facilities, these rooms are designed to house persons who are convalescing but who need not be hospitalized.

Response No. 36: See Response No. 65. See also DEIR Page 72, first paragraph, for figures on trip ends per attendant room.

Comment No. 37: "And if it's a commercial hotel, are we not looking at something a lot bigger than what's been proposed by the EIR?"

Response No. 37: See Responses Nos. 30 and 33.

Comment No. 38: "There's nothing in the Planning Code that provides for a modified hotel."

Response No. 38: The Zoning Administrator has determined that the relevant planning code pertaining to hotels is applicable to the proposed project.

Dr. Margareta Ekblad

Comment No. 39: "A complex of a size proposed by the applicant will expand commercial buildings into an area designed for residential use."

Response No. 39: See Response No. 10.

Comment No. 40: "It will also set a precedent for further expansion which will infringe on the existing residential housing.

"This is even more evident when one considers the fact that the Parnassus Heights Medical Complex which is owned by the applicant displaced eight residential units when it was built 13 years ago, 1965."

Response No. 40: If the project is approved, it is possible that other projects of a similar nature might be proposed in the future.

Comment No. 41: "A hotel on the premises would also draw a clientele from the surrounding hospitals, for example the Saint Mary's Hospital on San Juan (Stanyan) Street which has no guesthouse in its vicinity.

"I am myself a guesthouse owner, and I have frequent requests for recommendations from said hospital, so an increase(d) influx of vehicles will ensue."

Response No. 41: In the opinion of Sister Anthony Marie, Public Relations Administrator, the proposed project would not draw a clientele from St. Mary's Hospital (telephone conversation, 28 November 1978).

Comment No. 42: "However, if patients that are now staying in the UC Medical Center for eight or more days get their stay in the hospital shortened to two or three days because of the existence of the proposed hotel, then their hospital beds would be vacated and new patients can be admitted. This can only be interpreted as a greater influx of people to the area."

Response No. 42: The UCSF Community Affairs Officer, Robert La Pointe, has stated that a developing trend at the Medical Center is to decrease the number of inpatient days while increasing outpatient care. The West Bay Health Systems' Health Systems Plan 1978-1983 indicates other developing trends in the delivery of health care services in acute care hospitals. One such trend is the advances in medicine and the changes in pattern in medical practice that have resulted in a continuing drop in the average length of stay in the hospital. In the last five years, the decrease has been 2.5% nationally, and 2.9% in California. A second trend is increasing use of acute care hospitals. With this trend there is a steady rise in the total number of admissions, in admissions per 1,000 persons and in the average daily census in hospitals. The latter is up 7.7% in the U.S. and 4.4% in California in the last five years.

Ambulatory surgery--defined as the provision of surgical services requiring anesthesia or a period of postoperative observations, or both, to patients whose admission for an overnight stay in an inpatient facility is not anticipated as being medically necessary--has received particular attention by West Bay Health Systems as a means to provide medical care while controlling costs.

Ambulatory surgery is seen to have benefits for patients and physicians. Foremost is cost savings of 47-70% over inpatient surgery through elimination of overnight stays and unnecessary tests. This frees inpatient beds and staff for more acute patients, thereby meeting the goal of providing the appropriate level of care for the patient's condition.

Comment No. 43: "Dr. Rider himself states that the people from the hospital will have their hospital stays shortened. The price quoted for 1976 is \$30 for a single occupancy. This is probably now, 1978, up to \$40 and by the time of completion \$50 or \$60."

Response No. 43: See Response No. 13.

Comment No. 44: "The applicant states that the users of the hotel, apart from the patients from the U.C. Medical Center, would include governmental employees, students and medical professionals. The per diem allowance for a state employee is \$40, for a federal employee, \$47. In San Francisco paying \$40 per day for hotel accommodations leaves little room for anything else."

Response No. 44: While the applicant includes students as potential users of the proposed hotel, his market study does not include them. Thus the DEIR statements about percent of capacity and break-even room rate do not assume use by students. In the applicant's words:

"Dr. Ekblad has neglected to include among the users the relatives of patients at U.C. Medical Center. This group and outpatients will comprise the vast majority of those staying at the proposed hotel. Government employees would represent a small percentage of the total demand."

Comment No. 45: "As far as students are concerned, I have a hard time to envision any students paying prices of this magnitude. And the same goes for the majority of the visitors to the parks (to patients). Even a visiting professional or physician would be hard put paying \$30 to \$40 per day for a couple of weeks or a month, which is the common length of their stay."

Response No. 45: With respect to students, see Response No. 44. The ability of professionals and of visitors to in-patients to pay the proposed hotel room rates is a judgmental matter.



Comment No. 46: "In conclusion, my contention is that the applicant is proposing to build a medically-oriented facility which would draw its clientele from the U.C. Medical Center and the Parnassus Heights Medical Complex. The primary effect would be an increase in the hospital beds, and the secondary effect being an influx of people and vehicles to the area."

Response No. 46: In view of the developing trends discussed in Response No. 42, the existence of the proposed hotel alone would not be responsible for an increase in the number of available hospital beds. See also Responses Nos. 30, 31, 32 and 33.

Dr. Michael Merzenich

Comment No. 47: "Beginning with the title, this EIR continually infers and several times states that this is part of the UCSF complex.

"It is and it is not. It adds to its enormity. It is not, nor will it ever be a part of UCSF. In fact . . . UCSF has stated opposition to construction of any hotel at a noncommercial site. They have specifically stated opposition to a construction of a hotel at this site. This developer is an independent operator. This project is in no way a UCSF project."

Response No. 47: The DEIR title does not imply that the project is a part of the UCSF complex. The title is "Hotel at U.C. Medical Center", not "Hotel in U.C. Medical Center". The UCSF opposition to the project location is noted on DEIR Page 109, first paragraph. That statement also verifies that the hotel is not a UCSF project. In the interest of clarity, a paragraph will be added at the start of Section "B", "Objectives of the Project", DEIR Page 6, naming the applicant and indicating that the project has no formal association with UCSF. Wording will be changed at other locations, for example DEIR Page 117, first paragraph, to emphasize that the project would appear to the viewer to be an extension of the Parnassus Heights medical complex.

Comment No. 48: "Second, of course, UCSF would not object to a nearby hotel and have said so. I can't think of any large institution . . . anywhere that would object to a nearby hotel."

Response No. 48: The UCSF position with respect to "a nearby hotel" is noted in the DEIR, Page 109, first paragraph.

Comment No. 49: "Third, the hotel clearly provides a medical staff service. It will affect medical cost. According to the developer, it will affect hospital bed occupancy at UCSF. Minimum care patients otherwise hospitalized can reside in the hotel. The net effect of that is that there are more hospital bed vacancies at UCSF. The cost of these empty beds will be paid by UCSF or more likely will be paid by other hospitals in the City, and ultimately by all of us."

Response No. 49: The minimum-care patients who can "reside in the hotel" should not be "otherwise hospitalized". That is, there is no medical reason why they should be patients at UCSF during the, say, post-surgical period. In the applicant's words:

"This facility is not designed to be a hospital; i.e., those people who transfer from the UC Medical Center to the hotel would be only those who are not in need of actual hospital care."

Thus, the economic impacts on UCSF should no more be the concern of this EIR than the impacts of such patients' being able to reside at home, if they live close enough, during the same period. Any other position would be supporting hospitalization for economic, rather than medical, reasons. See also Response No. 42.

Comment No. 50: "Second, will these hotel rooms be significantly cheaper than hospital beds? If a patient does not need nursing care, the hotel would replace \$8 to \$16 guesthouse rooms with \$40 to \$45 hotel rooms. Medi-Cal now pays \$8 to \$16 room fees for many patients. Will it pay the \$40 to \$45 fees? Is that moving in the right direction in controlling hospital costs?"

Response No. 50: Medi-Cal does not provide reimbursement for room costs unless the facility is a licensed provider of necessary medical services. (Telephone conversation with Dr. George Wilson, Senior Medical Consultant, Medi-Cal Health Standards of Care, 26 November 1978)

Comment No. 51: "If the patient needs nursing care, the developer provides two-room suites for a patient and a nurse, a nursing attendant. And that replaces a hospital room. But consider \$80 to \$90 for a double room, \$70 to \$80 for a nurse, food, taxes, et al., these rooms could cost more than a hospital room."

Response No. 51: The DEIR (Page 6, Paragraphs 1, 2 and 4) points out that the attendant unit can be occupied by a relative or friend of the patient, serving as his/her attendant. This would remove the cost of nursing from the economic considerations. Such an attendant (visitor) might require lodging if the patient were at UCSF.

The medical/surgical acute cost per patient day at UCSF was \$108.68 (fiscal year 1976-1977, West Bay Health Systems' Health Systems Plan 1978-1983)

Comment No. 52: "But whatever the cost . . . if UCSF needs or should provide minimum care (that is, cheaper beds)(parentheses added to transcript), it is their responsibility to do so . . ."

"It is typical governmental waste syndrome nonsense. This hotel is to provide a site for post surgical care. That is special care otherwise requiring hospitalization. How is it not in this function a hospital. You can depend on physicians at 350 Parnassus to use it as a hospital."

Response No. 52: See Responses Nos. 42 and 49.



Comment No. 53: "UCSF will have no control over it whatsoever. In fact the medical hospital aspects of that project may be designed for private physicians at 350 Parnassus. There's no way to insure that that's not the case.

"The net effect (is) that there will be more open beds at UCSF, that there will be more surgical patients at UCSF, and proportionately more visits to the UCSF complex. There is an increase overall in patient and visitor cost . . .

"Again, we emphasize, if more hospital beds are needed by UCSF, the hospital must provide them. The hospital costs will otherwise be shifted."

Response No. 53: In the applicant's words (memorandum on file with OER):

"As far as humanly possible, the hotel guests will be screened so that their connection with the University of California Medical Center and/or the Parnassus Heights Medical Building will be ascertained, and occupancy will be restricted to these people."

The UCSF Community Affairs Officer has indicated that UCSF, as a training/teaching hospital, has no interest in controlling the proposed lodging facility. See also Responses Nos. 30, 31, 32, 33, 42 and 46. (Interview with Robert La Pointe, UCSF Community Affairs Officer, 21 November 1978.)

Comment No. 54: "Given that this hotel is clearly providing medical service, it has to be reviewed by the appropriate agencies. This project must by law be reviewed with respect to its providing of medical services."

Response No. 54: See Response No. 10.

Comment No. 55: ". . . this hotel will draw many more customers to the UCSF campus. And I would like to tell you about three clear classes of customers which have not been mentioned which it will draw.

"First, if it's operated as it's described, there will be many additional patients coming to the UCSF Medical Center. After all, the hotel is providing space for patients out of the hospital. That means there's more space in the hospital for more patients.

". . . a patient just doesn't come to a medical (facility) to go through the the final procedure. They come to the Medical Center several times. That's the nature of the business. So that the burden of those extra patients is correspondingly magnified. No mention of that is existant in the EIR."

Response No. 55: See Responses Nos. 42 and 49. It is unlikely that UCSF would turn away a patient who needs full hospital care in favor of one who is there as a convalescent. Current practice shortens hospital stays by moving convalescing patients to extended-care facilities, when they cannot go home. The comment about patients' coming to the Medical Center several times appears to support the objectives of the proposed hotel. The "extra" patients can occur only if UCSF ordinarily keeps people in the hospital for other-than-medical reasons.

Comment No. 56: "Second, continuing education programs by UCSF, and other UCSF originated meetings will undoubtedly be brought to this facility. Such San Francisco visitors number in the tens of thousands, and they now go almost completely to downtown hotels, and their activities often do not involve visits at UCSF in any way, commonly do not."

Response No. 56: If the comment is accurate, the DEIR takes account of it for the numerical impacts, in any event. For example, in the traffic analysis such visitors are counted as new arrivals in the area. On the other hand, to the extent (Comment 58) that UCSF keeps programs and visitors away from the campus, the market support for the proposed hotel would be diminished.

Comment No. 57: "Third . . . restaurant customers will be drawn to this facility."

Response No. 57: DEIR Page 6, last paragraph, notes that the restaurant (and the other ancillary facilities) would be located for the convenience of hotel residents, with no direct street access. A statement will be added in the same paragraph to indicate that one condition of approval of a hotel in a residential district is that there can be no signs at street entrances, or any other advertising, to indicate the presence of a restaurant or other ancillary facilities. It is difficult, if not impossible, to estimate how many outsiders would be drawn to a restaurant that has no signs visible from the street and does no advertising.

Comment No. 58: "UCSF has taken positive steps to relieve Parnassus congestion. They have pledged continuing education programs and other meetings off campus. This has been a successful endeavor, with nearly all of this activity now taken downtown.

"UCSF has adopted, under community pressure, a strict limited-growth policy . . . The agreement was struck to forestall loss of housing stock and to ameliorate increasing congestion at the site . . .

"Now we have a private developer, declaring the right to expand the complex . . . this can only further jeopardize UCSF's own impact position. It has taken their development in essence out of their hands . . . (UCSF had) specifically and repeatedly stated that university-related hotel base functions would be held downtown."

Response No. 58: No response.

Comment No. 59: "A corollary not mentioned in the Environmental Impact Report is loss of business for downtown hotels."

Response No. 59: A statement about potential loss of business for some downtown hotels will be added in the DEIR, Page 97, last paragraph of text.



Comment No. 60: "Another unstated impact. This project will bring nighttime activity to our neighborhood. For all its daytime congestion, the UCSF neighborhood is quiet at night. An(d) evening parking in the immediately adjacent housing areas is now possible, if barely so. Evening and nighttime activity constitute a serious commercial degradation of a residential neighborhood. That is not appropriately considered in the Draft EIR . . ."

Response No. 60: The UCSF neighborhood is not totally quiet at night. There are evening visitors to hospital patients, evening courses on the campus, and evening events at Milberry Union. To the extent that the users of the proposed hotel are the assumed medical-complex visitors, the pattern of nighttime activity created by the hotel would be similar to that of residential development. A statement about otherwise increased nighttime activity (a composite of the above wording and Responses Nos. 30 and 33) will be added to the DEIR on Page 78, following the last paragraph. DEIR Table 5, Page 74, shows that the hotel would have an excess of parking spaces (over demand). This excess includes 16 on-street spaces that do not now exist. The excess supply would exist in the evening as well as in the daytime.

Comment No. 61: "The Parnassus Avenue congestion is considered to be inconsequential, and the draft, with a few throw-away statements focuses on what happens on Carl Street. The Hill Point Avenue (traffic) is dismissed with another throw-away."

Response No. 61: Nowhere does the DEIR say or imply that Parnassus Avenue traffic is considered to be "inconsequential". DEIR Table 5, Page 74, shows that under reasonable assumptions about driver behavior the project would produce less Parnassus Avenue traffic than the site now produces. If all the project-generated traffic (Table 5) were to come in (leave) on Parnassus Avenue (and therefore descend (climb) Hillway Avenue to reach (depart) the Carl Street hotel/garage entrance), it would raise Parnassus Avenue peak-hour traffic volumes of about 1,350 vehicles by 21 vehicles, an increase of less than 2 percent. As the only entrance to the proposed hotel garage is on Carl Street, and Hill Point Avenue is a cul-de-sac with no connection to Carl Street, there is no reason for hotel users driving cars to enter Hill Point Avenue. The so-called "throwaway" was included to show that passengers might be dropped off or picked up at Hill Point Avenue because of the pedestrian access from that side of the proposed hotel. See also Response No. 63.

Comment No. 62: "But consider the design of the structure, the hotel would be built on one of the steepest hills of San Francisco. No sick customer will walk up or down that hill more than once."

Response No. 62: The comment is correct. The 24 percent slope of Hillway Avenue is indicated on DEIR Page 41, Paragraph 3. There is no reason why a "sick customer" would want to or have to "walk up or down that hill", given the pedestrian/wheelchair access from Parnassus Avenue, and the elevator access from the Carl Street entrance.

Comment No. 63: "That means the main egress and ingress from the hotel between the hotel and UCSF will be by way of Hill Point and Parnassus Avenue exits . . .

"The entrances on Parnassus and Hill Point Avenues are on the level of most businesses. Therefore, outside use of these businesses will be largely via these Parnassus and Hill Point Avenue entrances. Will this impact? I invite any of you to visit the corner of Hill Point and Parnassus for a mid-day hour or two. I invite any of you to visit Hill Point Avenue for an hour or two . . .

"Hill Point Avenue is a cul-de-sac so small at the bottom that you have to back up to get around the cul-de-sac. The street is steeply inclined. The corner of Hill Point and Parnassus is the worst intersection in the world. The main truck entrance to UCSF is just across the street. Below on Parnassus Street is a blind hill that is coming from the east. You can't see over the top of the hill. It's on several main bus lines. We all know this is one of the main traffic corridors from the city to the Sunset District.

"Hill Point Avenue is now commonly occupied by middle-of-the-street illegal parking. There are 40 to 50 parking violations on the street a day, and it's only half a block long. Every violator has to turn around at the bottom. Most of the daytime congestion on Hill Point Avenue, and the parking violations, is directly consequent of the business and clinics of 350 Parnassus, Dr. Rider's medical office building. Will there be serious impacts on Hill Point and Parnassus Avenues? Of course there will. But where are they in this Draft EIR? Someone should make an adequate statement about these impacts."

Response No. 63: The DEIR (Page 15, Paragraph 2, and Figure 5, Page 17) describes and illustrates the pedestrian and wheelchair access from Parnassus Avenue. Pedestrian access to (but not from) Hill Point Avenue is shown on the same Figure and described on DEIR Page 72, Paragraph 2. The current congestion on Hill Point Avenue will be described in an addition to DEIR Page 41, Paragraph 4. The potential effects of the occasional pick-up of passengers on Hill Point Avenue will be described in an addition to DEIR Page 72, Paragraph 2.

Comment No. 64: ". . . there will be 35 permanent employees at this site. And I find that an unbelievable statement. Let's count them. We have bank employees -- incidentally, there's a bank in the adjacent building, and there's a bank in this building. One could ask why but that's probably obvious.

"Consider bank employees, there will be 8 to 12, say, that's a reasonable estimate. There's a restaurant with 14 (144) seats, maybe 10 to 15 employees per shift, two shifts, 20 to 30 employees. There will be employees of a boutique, a dietary food shop, a barber shop, beauty shop, sauna, travel agency, (subscription?); there will be a hotel personnel itself. How many personnel from hotel managers to lifeguard, traffic attendant or whatever, 20 to 30."



Response No. 64: The figure of 35 permanent employees was the applicant's original estimate. He has recently obtained another estimate from Edward W. Rabin, Jr., General Manager of the Hyatt on Union Square, as follows:

"With reference to our conversation regarding staffing for your proposed medical lodging facility, applying some industry-wide standards and given the fact that there will be limited food and beverage service in the hotel, it is reasonable to believe that no more than 40-45 employees (on the outside) will be necessary to operate such a facility.

"It is my belief that, based upon the information you have given me and your concept of the hotel, you should not require additional numbers and possibly fewer employees than 40 who could provide the necessary services needed."

As one example of the limited nature of the ancillary facilities, the so-called "bank", occupying 384 square feet (about 25 ft. x 15 ft.)(DEIR Figure 7, Page 21) would be principally a check-cashing operation, open for a limited number of hours. It would employ one or two people. See Response No. 66 for a response re the total number of employees.

Comment No. 65: "Suites are provided for nurses with patients, nursing attendants, they're called. How many will there be. There are 23 suites. Will there be 5, 10, or 20 such people?"

Response No. 65: For quantitative impacts, the occupants of the "attendants" units (who may be relatives or friends of patients, rather than employees -- see Response No. 51) are counted as if they are hotel visitors; that is, on a room-occupant basis. The DEIR's stated traffic impacts, for example, are overestimated to the extent that such people would arrive with the patients.

Comment No. 66: "I think it's reasonable to conclude that there would actually be 50 to 60 employees working at the site."

Response No. 66: See Responses Nos. 64 and 65. If one subtracts from Dr. Merzenich's top figure of 60 employees his average of 10 attendants and his low figure of 8 bank employees, one obtains the figure of 42, agreeing with the range of 40-45 supplied by Mr. Rabin. Wherever the DEIR refers to 35 employees, the number will be changed to 40-45. This change does not affect the traffic generation estimates. The per-room traffic-generation estimates used in the DEIR implicitly take into account (this is standard practice) the employees of a hotel and its usual ancillary facilities. See Response No. 35.

Comment No. 67: ". . . to the extent that this is a hospital or a super guesthouse, parking estimates cannot be based on the needs of other hotels. Why? Because UCSF patients and friends of patients, parents and families of patients and 350 Parnassus customers come from a Northern California drawing area and they drive there. That's one of the problems with living next to a Medical Center. People drive there. These are not mostly out-of-state or Southern California or international visitors."



Response No. 67: The parking demands were based, as stated (DEIR Page 72, first paragraph), on out-of-downtown hotels, which are automobile oriented.

Comment No. 68: ". . . this hotel is well removed from downtown, and almost requires, like the hotel on Lombard Street, a car to get to the downtown area."

Response No. 68: See Response No. 67.

Comment No. 69: "The restaurant, called the dining room -- that's in quotes -- in the Draft EIR. A restaurant in this hotel will be unique to this part of the City. A building-top restaurant with a spectacular view. It is perhaps the nicest single feature of this project.

"But how many customer groups per hour can we expect if it's successful? It will have the impact of 36 tables for four, 144 seats. In our opinion, its impact, and the impact of other hotel business is not acknowledged at all in this Draft EIR. And unlike other hotels, this restaurant will be used primarily by the non-hotel customers. They park. And where are they on this Draft EIR?"

Response No. 69: See Response No. 57. There is no reason to believe that the restaurant (dining room) "will be used primarily by the non-hotel customers". While it is not unreasonable to assume that it could attract customers from the UCSF community, they would be likely to walk to it.

Comment No. 70: ". . . when a business of this size operates parking, it fails because employees and a significant number of guests will not use fee-based parking systems. Surely that would apply to driving employees, and I'm sure because of UCSF experience that it can be applied to very many of the business enterprises of the hotel. Surely it would apply both day and night, and where is it considered in this Draft EIR?"

Response No. 70: The statement represents a judgment of the person commenting. The DEIR (Page 75, entire text) notes that the project would generate 16 net on-street parking spaces and that the proximity of transit routes along Carl Street and along Parnassus Avenue should encourage the use of public transportation by employees. The applicant has stated his intention to recruit employees aggressively among San Francisco residents, to reduce auto traffic (DEIR Page 112, first paragraph).

Comment No. 71: "According to the Draft EIR, ten guesthouses and two large apartment houses will be razed. These houses, according to the EIR are filled with transients and various allusions are made to this property being deteriorated. But is this really the case, what has happened to this square block of houses . . . historically one of the most beautiful blocks in the City of San Francisco?

". . . the developer built a large commercial structure. He then bought several contiguous houses and two large apartment houses . . .

"The developer then converts these homes to guesthouses . . .

"The only permanent residents are told to leave. Amazingly enough, now everyone is a transient. The property is allowed to deteriorate, that is almost no maintenance is done on it . . .

"So the developer creates a problem that he can solve . . ."

Response No. 71: The DEIR discusses the history of the buildings on the site (Page 30, text, and Page 34, Paragraph 4). It then discusses the environmental setting as it is now, including the fact that the current residents on-site are all guesthouse transient residents, or apartment dwellers on monthly (non-lease) rentals. The current condition of the structures is also a part of the existing setting. The DEIR was not intended to imply that these conditions create a problem that the developer can solve with the project. The DEIR discussion of the "No-Project" alternative (Page 121, first paragraph) recognizes the feasibility of leaving conditions on-site as they are. The discussion of the "Other-Uses-On-Site" alternative (Page 122, last paragraph) treats the possibility of developing other kinds of residential units on the site.

Comment No. 72: "I personally resent the statements on Page 147. They're inadequate."

Response No. 72: See Response No. 19.

Comment No. 73: "Appendix A has to be deleted from this report. Everyone of those statements is false. And without itemizing or (with) out arguing about these, I would strongly recommend that in the final form of this document those self-serving statements be deleted. Thank you."

Response No. 73: See Response No. 19.

Dr. Vojtech Licko

Comment No. 74: ". . . the report defines unsatisfactorily the use of the proposed project. Is it a hotel for patients at Parnassus Heights Medical Building? Is it for use of University of California San Francisco hospital patients or even for the outsiders?"

Response No. 74: See Response No. 30. Medical-complex visitors include those to UCSF and to the Parnassus Heights Medical Building.

Comment No. 75: "The report misinterprets certain facts. There are no six motels in the ten-block radius of University of California at San Francisco."

Response No. 75: The comment is correct. The statement about motels will be deleted from DEIR Page 50, Paragraph 3. It was not used in the impact analysis.

Comment No. 76: "It is not an expansion of the University of California San Francisco Moffitt Hospital, but it is its modernization.

Response No. 76: The comment is correct. The word "expansion" will be changed to "modernization" on DEIR Page 95, last paragraph.

Comment No. 77: ". . . the newly built School of Dentistry does not require any additional lodging facilities. This misinterpretation helps applicants to claim a need for the proposed project, the need which does not exist."

Response No. 77: The UCSF School of Dentistry may conduct certain oral surgical or oral medical procedures which might require overnight lodging for a patient. (Telephone conversation with June Butler, Management Services Officer, 29 November 1978.)

Comment No. 78: "It is a sad fact that the applicant let deteriorate his guesthouses so that the visitors are reluctant to use them, and thus he creates more of an apparent need for accommodation facility."

Response No. 78: See Response No. 71.

Ed Dunn, District Residents' Association

Comment No. 79: "We don't have a position on this proposed project. But we're just going to complain today about the notification process. We feel offended because we weren't notified. We're a growing organization in the Sunset. I think if we did receive an EIR, we would have a position."

Response No. 79: We regret that Mr. Dunn was not informed. His organization may request to be placed on the weekly environmental determination list or the environmental public hearing mailing list. Requests should be addressed to the Office of Environmental Review, 45 Hyde Street, Room 319, San Francisco, CA 94102.

James MacInnis, Lawyer for Dr. Rider

Comment No. 80: ". . . I must say that I was amused by the imagination shown by Mr. Engmann, who suggested to you that the Environmental Impact Report was faulty because it should have contained a guest-list of the people who would live in the hotel."



Response No. 80: No response is required. This is not a comment on the DEIR. Mr. Engmann's comments have been responded to elsewhere in this document.

Comment No. 81: "And the young man who came from Hill Point Avenue had another great and possibly imaginative point. He said to you that in his neighborhood perhaps the patients in their wheel chairs and their crutches would come out at night and make boistering (boisterous? roistering?) noises which would disturb the quiet of the residential neighborhood."

Response No. 81: See Responses Nos. 80 (first two sentences) and 60.

Comment No. 82: ". . . one of the young women who spoke about flaws in the Environmental Impact Report said that it was deficient from an archaeological point of view, because it was well known by persons in California who, steeped in the legends of our state, had read the book called Ishi that there might be Indian artifacts that could be destroyed by the construction of this hotel.

"Well, the odd thing is that Dr. Cole had about two pages devoted to the archaeological effects. And the planning staff considered those matters, adopted those parts which they thought were important, and marked as superfluous those which they thought could be dispensed with."

Response No. 82: See Responses Nos. 80 (first two sentences) and 14.

Comment No. 83: "And he (Dr. Rider) was finally forced to file in Superior Court in this building a petition for a writ of mandate, as a result of which, Dr. Bendix who at all times has tried to do her best in this matter, told the judge that she would devote it seems to me either three or four weeks of her personal time toward going over this report, making additions and deletions."

Response No. 83: The City was proceeding on this case as rapidly as it could with available staff. No one forced Dr. Rider to do anything. The result of the Writ of Mandate was that this case was worked on out of priority order, and thus delayed other cases. Dr. Bendix was asked by Judge Byron Arnold how long it would take to authorize printing without disrupting administration of the Office of Environmental Review; this is where the 3-1/2 weeks came from.

Comment No. 84: "But so far as the Environmental Impact Report is concerned, it's the work of top-flight professional people assisted by and cooperated (cooperating) with members of the planning staff of your office."

Response No. 84: See first two sentences of Response No. 80. The San Francisco Department of City Planning is the author of the Draft EIR.



Commissioner Starbuck

Comment No. 85: "I'd like to ask applicant's attorney one question please. A suggestion has been made that Appendix A on page 147 be removed from the document on the grounds that it may be misleading and self-serving. Do you have any comments on that?"

Response No. 85: (Response by Mr. MacInnis, applicant's attorney)

"If you'd like to have it changed and have some suggestions, Dr. Rider will adopt any suggestion that you make. And if you think that he's used adjectives which attach to himself more praise than they should, he'll change those too. No problems at all, Mr. Starbuck.

However, if there's a change, he'd like to do it right now, and he wouldn't want to have to petition for another hearing or go into the Superior Court in order to get this matter finally resolved before you."

Mr. MacInnis then indicated a willingness to have Appendix A removed from the Draft EIR. Also see Response No. 19.

Commissioner Bierman

Comment No. 86: "Earlier, Mr. Bardis from the Sunset District said that the notification -- and it's come up with other people -- they expressed some concern that we weren't operating legally in a proper time frame."

Response No. 86: (Response by Mr. MacInnis)

"Now, I'm informed that on October the 6th of this year which is well before the 30-day limit, that particularly because of the interest expressed by Mr. Bardis and his wish to be fully informed so that he could express himself before you, the copy of the document sent to Mr. Bardis was put into motion, into the motion of delivery..."

Comment No. 87 (addressed to Mr. MacInnis): "So my question was is our operating all right with you? You and Mr. Rider are accepting this as proper hearing and proper notification?"

Response No. 87: (Response by Mr. MacInnis): "Yes, Thank you, yes."

John Bardis

Comment No. 88: "Mr. MacInnis, you certainly would not deny lay people the opportunity to read a document the minimum 30 days, would you?"

Response No. 88: (Response by Mr. MacInnis): "Indeed not."

Comment No. 89: "Also that having been agreed to, I then guess you also do agree that at no time, would you, that these proceedings are proper because of that deficiency?"

Response No. 89: See Comment and Response 87.

Commissioner Bierman

Comment No. 90: "Page 37 . . . It says at the bottom, Figure 11 zoning districts. It doesn't give any indication of the location of these zoning districts --"

Response No. 90: Figure 11 on page 37 will be augmented in the Final EIR by another map showing the present zoning.

Comment No. 91 (addressed to Ms. Barbara Sahm, OER): ". . . I'd like to ask a question just for the transcript. Could you explain to me Dr. Bendix's role in this, because it seems to me there was some confusion as to what the staff's role in this EIR was and Dr. Bendix's role."

Response No. 91: As the Environmental Review Officer, Dr. Bendix supervised her staff's review of the documentation provided by project sponsor's consultant. Dr. Bendix also provided comments and requested changes to the text of the Draft EIR. The requested changes and comments have been incorporated into the Draft EIR.

Comment No. 92: "On Page 47, it deals with the noise level. And seems to draw a conclusion that at the present 79 decibel level at the existing residences on site are clearly incompatible with residential uses."

Response No. 92: The word "clearly" will be deleted from the text. As stated on DEIR Page 47, 79 dBA does not meet Comprehensive Land Use Standards for (new) residential use unless noise attenuation design mitigation measures are incorporated into the project.

Comment No. 93: "It seems to draw the conclusion (Comment 92) from some report -- and I'm wondering whether that's factual, correct . . ."

Response No. 93: See Response No. 92.

Comment No. 94: ". . . it further says it's because of the street car mostly, the loudest contributors to noise are the street cars on Carl Street, which would mean that all streets by car lines are uninhabitable by residents. Is that true?"

Response No. 94: The statement, and the applicable material in the Transportation Noise Section of the City's Environmental Protection Element, mean that, in new development, conventional construction without noise-insulation features should not be permitted within certain distances of heavily used streetcar lines. The same is true for streets with high volumes of auto traffic. In the proposed Yerba Buena Center elderly housing, for example, exterior noise levels ( $L_{dn}$ ) were predicted in the EIR to be over 60 dBA, the allowed City maximum for residential uses, at the building frontages. HUD lending requirements were that satisfactory noise-reduction features be incorporated. (HUD's criteria were based on a different noise descriptor, the 24-hour  $L_{33}$ , but the principle and the required noise-reduction features are the same).

Comment No. 95: "Page 74 . . . Existing column under Site Traffic Generation . . . But is it supposed to add up at all? What's the total? Because I can't add it up no matter how I fiddle around with it."

Response No. 95: In the "Existing" column under "Site Traffic Generation", the numbers are not supposed to add up. The total trip ends are those generated from all the existing buildings. Some of the trips make use of two of the streets (for example, most of the trips originating or ending on Hillway Avenue also make use of either Carl Street or Parnassus Avenue). Therefore, adding the generated traffic on the three streets would give a total greater than the total number of generated trip ends. See DEIR, Page 42, all text.

Comment No. 96: "Page 87, a drawing. It seems to me that the drawing is just really inaccurate in terms of slope and hillside. It almost gives the impression of flat block or slightly sloping. And it's a steep hill. And it would be all right by me if it -- well, I would like you to really check. If it's okay, it's okay. But if it really conforms to the paragraph (perspective), that's good enough for me. If it does conform. But to me it didn't look accurate."

Response No. 96: The drawing was made by the project architect, Delp Johnson, using measured distances and accepted principles of perspective drawing. The "eye" is at the level of one of the upper stories of the Parnassus Heights Medical Building, 350 Parnassus Avenue, or about 100 feet (perhaps 110 or 120 feet) above the Carl Street grade. According to Mr. Johnson, the apparent flatness of Hillway Avenue in the drawing is due to the combination of the height of the "viewer" and the fact that Hillway Avenue is angling off to the right. The effect is amplified in DEIR Figure 17, Page 61, an aerial photo taken from a greater height, in which the apparent flatness of Hillway Avenue is even more pronounced.

Comment No. 97: "Page 112 . . . It says the applicant would limit on-site construction to the hours of 7:30 to 5:00. Is that weekdays or seven days a week or what?"



Response No. 97: In the applicant's words (memorandum on file at OER):

"On-site construction would be limited to weekdays between the hours of 7:30 A.M. to 5:00 P.M."

The limitation to weekdays will be inserted on DEIR Page 112, "D. Noise", Item 1.

Comment No. 98: ". . . Page 129. I think this is where I have the most objection and the most -- find the most problems. The proposed project would largely serve persons going to the UCSF Medical Complex . . .

". . . no new persons would come to the area because of the existence of the project.

"I think all during the testimony today, it's been made clear that people really doubt the veracity of this, and the legitimacy of it."

Response No. 98: See Responses Nos. 30 and 33, and applicant's statement quoted in Response No. 53.

Comment No. 99: "I want to point out the first thought I had when I read it was the King Tut exhibit which is coming to the deYoung to be there for several months, which I think if this hotel is ever built will be one of the major users -- not just the King Tut but any exhibit in Golden Gate Park. They're getting them more frequently. They are advertised statewide.

"And unless Dr. Rider is willing to put some kind of language that you will have to be registered at U.C. Medical Center for some kind of -- and he's shaking his head -- obviously the Golden Gate Park is one of the biggest draws this city has, and I think that has to be there.

Response No. 99: A statement about the nearness of Golden Gate Park and the deYoung Museum attractions will be added to the DEIR on Page 6, as part of a new paragraph 3 (see Response No. 30).

Comment No. 100: "Well, we would be (would you be?) willing to put something in here that no one can register at his hotel who isn't either visiting 350 Parnassus or U.C. Med Center. Because otherwise, you've got to cover the possibilities of Golden Gate Park."

Response No. 100: See Response No. 99 and applicant's statement quoted in Response No. 53.

Comment No. 101: ". . . I think no way will . . . Dr. Rider's hotel not serve people going to Golden Gate Park. I just know that it will. And so I guess that I want something in here about the closeness of the de Young. Doesn't need to be a lot."

Response No. 101: See Response No. 99.



Comment No. 102: " . . . What I need in the EIR is some real language about its nearness to Golden Gate Park, events close by within seven or eight blocks. And I think that that data very much affects all your traffic figures. Because the idea that people are not going to take their cars out for five or six days just because they're sick, I don't think that's going to be accurate."

Response No. 102: See Responses Nos. 99 and 33.

Comment No. 103: "There's nothing in here about liquor licenses. Will you ever be requesting that a wine and beer license? . . .

"Unless you would put into the conditional use that there will never be a request for wine and beer, which I wouldn't think you would want to, I think there ought to be a sentence in here that there possibly could be some kind of liquor.

"I don't think you want to foreclose. But you ought to go one way or the other.

Response No. 103: In the applicant's words (memorandum on file at OER):

"There is no immediate plan to apply for a liquor license. The ultimate decision, however, will be based upon the wishes of our guests."

Comment No. 104: ". . . And that proposed room rent of \$30 a night is so out of line with what -- I only know this because I've been phoning around for Christmas time of relatives of mine for downtown. And I just wonder if that's an accurate rate."

Response No. 104: See Response No. 13.

#### Commissioner Dearman

Comment No. 105: "I want to ask someone about page three . . . the first sentence. What does that mean?"

Response No. 105: There is a typographic error. Delete the words "such as", so that the sentence now reads:

"Demands for community services at the project site would be slightly more than doubled if the project were approved."

Comment No. 106: "I want to ask you about the dump trucks and the traffic on Carl Street. Because I don't live too far from there . . . I think Carl will be quicker than Parnassus. But because of the street car line . . . really check on what happens : . .

"I can't believe that it only adds four percent to the traffic."

Response No. 106: The comment refers to DEIR Page 71, Paragraph 3. The DEIR estimates 17 dump-truck trip ends (T.E.) per hour (one arrival or departure every 3.5 minutes) during the excavation period. Seventeen (17) T.E. are about 4 percent of the total peak-hour existing traffic of about 420 autos and 35 trolleys.

Comment No. 107: "On Page 70, it's a footnote that says: 'An occasional pick-up and drop-off at the hotel desk for employees is therefore a possibility.'" (Text actually read: ". . .drop-off of a hotel guest or employee is therefore . . .")

Response No. 107: See Responses Nos. 61 and 63. The number of times a car passenger would be picked up on the Hill Point side of the proposed hotel (the Hill Point hotel access is now known to be one way (exit only)) cannot be quantified; it would be expected to be smaller than the total number of auto departures at the Carl Street access.

## C. WRITTEN COMMENTS

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### Haight-Ashbury Neighborhood Council (Anna Darden, Housing Chairwoman)

Comment No. 108: "The Rider Hotel is planned to have 142 rooms used by 240 persons per day, with a night-time population of about 150. It would create 35 permanent jobs, and parking would be built for 80 cars. The hotel would displace at least 26 units of family housing which contain a total of 54 bedrooms, with a potential population of about 150 permanent residents if retained and restored."

Response No. 108: The number of persons using the proposed project at full occupancy would be about 240 per day, including employees, guests and attendants. See also Responses Nos. 64 and 66.

### ISAC, Inner Sunset Action Committee (Allan Chalmers, Chairman, ISAC Committee on Housing & Zoning)

Comment 109: Memorandum, Entitled - Unlawful and Inadequate Review Period for Public Hearing Set for November 9th.

"We respectfully call to the attention of the City Planning Commission that the public hearing scheduled for Thursday, November 9, 1978 on the above referenced Draft EIR is in violation of the California statutes. Hence any party to these proceedings or any citizen could challenge and upset any action taken by the City Planning Commission on the Draft EIR or the project.

"The California Environmental Quality Act requires that the Draft EIR be available for review by the public at least 30 days prior to any public hearing on the document. Although it required over two years for professionals -- city planning staff, the EIR consultant, and developers -- to prepare this document, it is not only unlawful it is grossly unjust for these same persons to act to deny the lay public the proper time necessary to study this same document."

Response No. 109: See Response No. 3.



Comment No. 110: "Due to a change in address (which occurred over six months ago), the Inner Sunset Action Committee did not receive its copy of the Draft EIR until October 26th. It was ascertained that this document sent to ISAC was delivered to the distributor, United Parcel Service, just 30 days prior (to) November 9th, i.e. October 11th, and hence, it is clear that over 70 Draft EIR's were received by the public less than 30 days before this scheduled public hearing. This is contrary to California law. The date set for the public hearing thereby is hopeless(ly) flawed. Thus, the outcome of these proceedings could be challenged and upset by any citizen action.

"Therefore, it (is) respectfully requested that no testimony be heard on November 9th on the Draft EIR for this project and another hearing date be set in accord with California law requiring the public to have at least 30 days to review the Draft EIR."

Response No. 110: See Response No. 3.

Dr. E.B. Margareta Ekblad (Resident & Guest House Owner)

Comment No. 111: "I strongly oppose the proposed project that will a) set precedence for further commercial development by displacing family dwellings; b) increase influx of people and vehicles; and c) for all practical purposes increase the number of hospital beds available."

Response No. 111: For response to a) see Response No. 40; for response to b) see Responses Nos. 30, 31 and 33; for response to c) see Response No. 42.

Parnassus Heights Association (Dr. Michael M. Merzenich, President)

Comment No. 112: "We would also like to respond to the statement of the Developer on the nature of facility, in Appendix A."

Response No. 112: See Response No. 19.

Comment No. 113: "To illustrate the past spirit of cooperation of this developer with UCSF, it might be noted that they (sic) strongly opposed his construction of the medical office building at 350 Parnassus. Needless to say, he built it anyway."

Response No. 113: The UCSF Community Affairs Officer, Robert La Pointe, reported that UCSF did not support the project (telephone conversation, 29 November 1978).

San Francisco Municipal Railway (Barbara Brown / Thomas G. Matoff)

Comment No. 114: "The proposed facility will have only one entrance/exit, on Carl Street. The N-Judah streetcar travels on Carl Street with 360 trips scheduled per day (not 350, as indicated on p. 36 of the EIR) at 3-1/2 to 5-1/2 minute headways. In the Transportation Element of the Master Plan, Carl Street is designated a Transit Preferential Street."



Response No. 114: The comment restates data appearing in the DEIR:

One entrance/exit, on Carl Street -- Page 16, text

Figure 5, Page 17

Page 72, Paragraph 2

Carl Street a Transit Preferential Street -- Page 36, Paragraph 2

The DEIR states: "The "N" line is currently served by approximately (underlining added) 350 scheduled street car round trips." MUNI's figure of 360 will be used in the FEIR. This 3% difference in the daily total is statistically insignificant. The peak-hour street-car volume used in the DEIR was based on exact headway data provided by MUNI (Page 36, last paragraph; Page 45, Footnote 4).

Comment No. 115: "The site will include parking spaces for 80 automobiles (EIR, p. 15). Currently, there are 21 garage spaces on the project site (EIR, p. 41). Additionally, "The project would remove curb cuts along three streets, providing a net increase of 16, on-street parking spaces." (EIR, p. 112) This will mean a net increase in parking spaces of 240%, from 56 to 131.

"The availability of parking spaces will encourage automobile travel as opposed to transit usage. With increased auto traffic, we can expect further interference with N-Judah operations."

Response No. 115: The DEIR emphasized the provision of enough parking spaces to meet project-generated demand for parking. This is something that nearby residents would require, to avoid increased competition for existing on-street spaces. The DEIR will have added to it a statement (Page 75, new second paragraph) reflecting MUNI's argument that available parking spaces can encourage automobile travel (quantified in the DEIR, Table 5, Page 74), with its impacts on N-Judah operations.

Comment No. 116: "The site will generate almost four times as much traffic on Carl Street as the present site does. This amounts to a 7% increase in existing traffic on Carl Street (EIR, p. 74). The Report contends that this "would not change the free-flow characteristics on that street," but I cannot agree.

"Most importantly, free-flow characteristics on a street are different once transit is involved, especially so with fixed-rail streetcars. As the streetcars stop for boarding and disembarking passengers, they interrupt the flow of traffic.

"From a transit perspective, it is also crucial that the streetcars be able to run on schedule, without automobile induced delays. Although the site may mean only a 7% increase in Carl Street traffic, it will mean almost a 400% increase in traffic that is turning off of or on to Carl Street (EIR, p. 74). Such traffic is substantially more erratic and slower than through traffic; it must wait to clear left turns, it must slow down, and it crosses streetcar tracks.

"Schedule adherence will be particularly important once the Muni-METRO cars are introduced. All five streetcar lines will meet underground in the Market Street subway. To do so, and to utilize the Market Street turnaround properly, will require minimization of delays.

"Additionally, the N-Muni-METRO will replace the current express service from the Sunset District, as proposed in the POM Study. Express patrons will be encouraged to use the N-line as a faster way of getting downtown. (This should also increase ridership levels on the N.) To maintain the viability of the proposed rerouting, the trip must, in fact, be quicker.

"In conclusion, I believe the proposed hotel project will have a significant effect on Municipal Railway operations on Carl Street, interfering with its proper transit preferential status. With the Market Street subway, any delays created on Carl Street will have a ripple effect throughout all five streetcar lines."

Response No. 116: The quantitative interpretation of DEIR data in the first paragraph of the comment is accurate. The last sentence of the paragraph is a judgment; the following paragraphs of the comment contain supporting arguments. These basic MUNI arguments will be added to the DEIR as a new paragraph 3 on Page 72.

The real concern is the extent to which the project would create the kinds of interference discussed in the comment. The 400% increase in turning movements stated in the third paragraph of the comment is inaccurate. DEIR Table 5, Page 74, actually shows about a 260% increase ( $275 \times 100 / 105$ ).

The important consideration for interference with MUNI operations is this: In the peak hour, the project would add 27 trip ends that turn off, or on to, Carl Street (DEIR Table 5, Page 74). This is about one such movement every two minutes. It is difficult to see how this increase in turning movement could perceptibly change the peak-hour Levels of Service actually observed at the site (specifically, no automobile interference with MUNI streetcars) on two occasions by the EIR preparers (DEIR Page 45, text and Footnote 5). The EIR wording (Page 72, Paragraph 2) will be changed to reflect that text and that footnote; i.e., it will refer to an existing free-flow/stable-flow condition (Levels of Service A to B).

Comment No. 117: "The calculated trip ends (vehicle arrival or departure) presented in the EIR, Table 4, p. 73 are modified for the proposed type of use, ie, a medical-related hotel facility. As such, there is an assumption of minimum sightseeing and minimum travel needs. Should this not be the case (as, for example, with visitors attracted by the proximity of Golden Gate Park), the number of trip ends could increase dramatically."

Response No. 117: See Comment and Response No. 33.

Comment No. 118: "Even assuming the proposed clientele, the trip ends appear underestimated. Thirty-five employees will work at the site (EIR, p. 29), yet their trip ends are not calculated in Table 4; only room occupants are counted. Additionally, if the hotel guests are physically incapacitated somewhat for medically-related reasons, they may be more automobile-dependent than usual."

Response No. 118: Re employee trip ends, see Response No. 66. Again, the per-room traffic-generation figures used in the DEIR take into account the employees of a hotel and its usual ancillary facilities. It is not possible to quantify the trips made by prospective hotel guests who "are physically incapacitated somewhat for medically-related reasons". All that can be said is that the more incapacitated or ill they are, the less they would be likely to do any travelling away from the complex, once at the hotel.

D. SUBJECT INDEX OF COMMENTS AND RESPONSES

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● XVI. CERTIFICATION RESOLUTION

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SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 8120

WHEREAS, A draft environmental impact report, dated 10 October 1978, has been prepared by the Department of City Planning in connection with EE75.472 Hotel at U.C. Medical Center on the property described as follows: Southeast corner of Hillway Avenue and Carl Street, Lots 22 through 24 and 35 through 45 in Assessor's Block 1275.

WHEREAS, The Department duly filed a notice of completion of the draft report with the Secretary of the California Resources Agency, gave other notice and requested comments as required by law, made the report available to the general public and satisfied other procedural requirements; and

WHEREAS, The City Planning commission held a duly advertised public hearing on said draft environmental impact report on 9 November 1978, at which opportunity was given for public participation and comments; and

WHEREAS, A final environmental impact report, dated 7 December 1978, has been prepared by the Department, based upon the draft environmental impact report, any consultations and comments received during the review process, any additional information that became available, and a response to any comments that raised significant points concerning effects on the environment, all as required by law; and

WHEREAS, On 7 December 1978, the Commission reviewed the final environmental impact report, and found that the contents of said report and the procedures through which it was prepared, publicized and reviewed comply with the provisions of the California Environmental Quality Act, the Guidelines of the Secretary for Resources and San Francisco requirements;

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby find that the Final Environmental Impact Report, dated 7 December 1978 concerning EE75.472 Hotel at U.C. Medical Center is adequate, accurate and objective, and does hereby CERTIFY THE COMPLETION of said Report in compliance with the California Environmental Quality Act and the State Guidelines;

AND BE IT FURTHER RESOLVED, That the Commission in certifying the completion of said Report does hereby find that the project as proposed will have a significant effect on the environment;

AND BE IT FURTHER RESOLVED, That the Commission, before acting on the project itself under ZM78.17; CU76.2, does hereby certify that it has reviewed and considered the information contained in said Final Environmental Impact Report.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning Commission at its regular meeting of December 7, 1978.

Lee Woods  
Secretary

AYES: Commissioners Bierman, Dearman, Matoff, Miller, Nakashima, Rosenblatt and Starbuck

NOES: None

ABSENT: None

PASSED: December 7, 1978







